

Laurel Regional Airport Authority under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Patrick D. Vaught, Program Manager, 100 West Cross Street, Suite B, Jackson, MS 39208-2307, (601) 664-9900. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Hattiesburg-Laurel Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On September 22, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by Hattiesburg-Laurel Regional Airport Authority was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 7, 2005.

The following is a brief overview of the application.

*Proposed charge effective date:* October 1, 2004.

*Proposed charge expiration date:* November 1, 2007.

*Level of the proposed PFC:* \$4.50.

*Total estimated PFC revenue:* \$216,155.00.

*Brief description of proposed project(s):* Acquire new telescoping walkway and expand existing telescoping walkway.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Hattiesburg-Laurel Regional Airport Authority.

Issued in Jackson, Mississippi on September 23, 2004.

**Rans D. Black,**

Manager, Jackson Airports District Office.

[FR Doc. 04-22022 Filed 9-30-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application 04-04-C-00-ROA To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Roanoke Regional Airport, Roanoke, VA

**AGENCY:** Federal aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Roanoke Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before November 1, 2004.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Virginia 20166.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Jacqueline L. Shuck, Executive Director, Roanoke Regional Airport of the Roanoke Regional Airport Commission at the following address:

Roanoke Regional Airport Commission, 5202 Aviation Drive, Roanoke, Virginia 24012-1148.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Roanoke Regional Airport Commission under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Terry J. Page, Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Virginia 20166. Telephone: 703-661-1354.

The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Roanoke Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 31, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Roanoke Regional Airport Commission was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the

application, in whole or in part, no later than October 28, 2004.

The following is a brief overview of the application.

*Proposed charge effective date:* January 1, 2005.

*Proposed charge expiration date:* November 1, 2011.

*Level of the proposed PFC:* \$4.50.

*Total estimated PFC revenue:* \$8,473,680 requested for impose and use.

*Brief description of proposed project(s):*

1. General Aviation Rehabilitation Phase 1 & 1B (Construct Taxiway and Tie Down).
2. Rehabilitate and Construct Taxiway A, North and Middle Segments.
3. Multi-User Flight Information Display System.
4. Construct Passenger Elevator.
5. Demolish Buildings 13, 14 and 15.
6. Update Noise Exposure Maps.
7. Install Precision Approach Path Indicator (PAPI), Runway 33.
8. Construct Taxiway A—South.
9. Sinkhole Repair on Airfield.
10. Construct Entrance Road and Utilities for General Aviation Area.
11. Purchase Runway Snow Blower.
12. Purchase Rubber Wheel Snow Loader.
13. Rehabilitate Runway 6/24 & Relocate Taxiway E; Rehabilitate Taxiways L, P, G and K.
14. Acquire Passenger Boarding Device.
15. Rehabilitate Terminal Building Facade.
16. Construct Passenger Baggage Ramp.
17. Acquire Land in Runway 24 Runway Protection Zone.
18. Construct Perimeter Fencing and Gate.
19. Rehabilitate Terminal Exterior.
20. Rehabilitate Runway 24 Roadway Tunnel—Phase 2.
21. Acquire Land for Airport Expansion.
22. Acquire Land for Navigational Aid Critical Area.
23. Construct Overhead Directional Signage at Terminal.
24. Install Regional Jet Adapter for Loading Bridge.
25. Relocate Taxiway A & G—Design and Demolish (Phases 1 & 2).
26. Rehabilitate Runway 15/33—Phases 1 & 2 and Construct Runway Safety Area.
27. Install Engineered Arresting Material System (EMAS) for Runway 15/33.
28. Noise Abatement Program Phases 2, 3, 4 (Acquisition of Easements).
29. PFC Program Formulation and Administration.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Operations by Air Taxi and Commercial Operators including: Air Lexington, Inc., Florida Jet Service, Inc., Buxmont Aviation Services, Inc., Piedmont Hawthorne Aviation, Inc.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports office located at: Federal Aviation Administration, Eastern Region, 1 Aviation Plaza, Jamaica, New York 11434-4809.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Roanoke Regional Airport Commission.

Issued in Dulles, Virginia, on September 23, 2004.

**Terry J. Page,**

*Manager, Washington Airports District Office, Eastern Region.*

[FR Doc. 04-22024 Filed 9-30-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Safety Advisory 2004-04; Effect of Sleep Disorders on Safety of Railroad Operations

**AGENCY:** Federal Railroad Administration (FRA), DOT.

**ACTION:** Notice of Safety Advisory.

**SUMMARY:** FRA is issuing Safety Advisory 2004-04 to alert the railroad community, and especially those employees occupying safety-sensitive positions, to the danger associated with degradation of performance resulting from sleep disorders that are undiagnosed or not successfully treated. Alertness (vigilance) and unimpaired cognitive functions are important to the safety of railroad operations. Of particular concern to FRA are those employees who dispatch or operate trains or who inspect and maintain signal systems. Many of these employees work unpredictable schedules and long hours, making it difficult for them to achieve adequate rest even if otherwise healthy. This advisory contains suggested measures that railroads and employees should utilize to prevent work-related errors and on-the-job accidents as a result of sleep disorders.

**FOR FURTHER INFORMATION CONTACT:** A. Scott Kaye, Office of Safety, RRS-4, Mail Stop 25, Federal Railroad

Administration, U.S. Department of Transportation, 1120 Vermont Avenue, NW., Washington, DC 20590. Telephone 202-493-6303.

#### SUPPLEMENTARY INFORMATION:

##### Factual Background

On November 15, 2001, Canadian National Railway Company/Illinois Central Railroad Company (CN/IC) southbound Train 533 and northbound Train 243 collided near Clarkston, Michigan. Both crewmembers of Train 243 were fatally injured, and both crewmembers of Train 533 sustained serious injuries. The track and equipment damaged in the accident was valued at approximately \$1.4 million. The National Transportation Safety Board (NTSB) determined that the probable cause of the accident was crewmembers' fatigue, which was primarily due to the engineer's untreated, and the conductor's insufficiently treated, obstructive sleep apnea. NTSB Report No. RAR/02/04. Sleep apnea is a sleep disorder characterized by cessations of breathing during sleep, and therefore partial awakenings during a sleep period.

Sleep disorders represent a serious health problem in American society and a significant economic concern. Moreover, untreated sleep disorders can result in impaired work performance, including possible loss of alertness and situational awareness, which could in turn present an imminent threat to transportation safety. In general terms, sleep disorders range from fairly common disorders, such as insomnia (the inability to initiate or maintain sleep) to relatively rare sleep disorders such as narcolepsy (inappropriate and uncontrollable sleep episodes). Railroad employees who typically work on-call are especially vulnerable to sleep disorders such as circadian rhythm disorders,<sup>1</sup> and shift work sleep disorder,<sup>2</sup> a relatively recent addition to sleep disorders listed in the Diagnostic and Statistical Manual of Mental Disorders published in 1994 by the American Psychiatric Association (better known as the DSM IV), which cuts across all types of shift work jobs. Studies of on-call work schedules that lead to alterations in the timing or duration of sleep and the sleep-wake cycle have also been shown to lead to

significant sleep and circadian rhythm disturbances in railroad workers.<sup>3</sup>

One of the more common sleep disorders is sleep apnea, affecting as many as 18 million Americans. Researchers estimate that the prevalence of sleep apnea in the general population is between 8-12%, depending on the measure used (mild, moderate or severe). Some researchers have also estimated the prevalence of severe sleep apnea in the general population between 3-5%, about 90% of whom are still undiagnosed, clearly demonstrating a significant problem. Obstructive sleep apnea, circadian rhythm disorders, and rotating shifts, have been found to be significant predictors of work-related accidents.<sup>4</sup> Although severe sleep apnea is considered one of the more debilitating sleep disorders and is a significant risk factor for on-the-job accidents, it is also one of the most easily diagnosed and treated of all sleep disorders.

According to the National Sleep Foundation, untreated sleep disorder sufferers are three times more likely to have automobile accidents. The National Highway Traffic Safety Administration estimates that more than 100,000 auto crashes annually may be fatigue-related. These incidents result in an estimated 1,500 deaths and tens of thousands of injuries and lasting disabilities. Sleep disorders also tend to be more prevalent in an aging population. The average age for a railroad operating employee is now approaching 50.

While the impact of sleep disorders is unique to each individual and can be related to a variety of other factors and medical conditions such as obesity, depression, age and gender, evidence is clear that significant risks exist for those with undiagnosed and untreated sleep disorders. Some of these risks include excessive daytime sleepiness, greater risk of cardiovascular disease, memory loss, and increased risk of accidents to name a few. For these and other reasons, the NTSB has been concerned about the impact of sleep disorders and other medical conditions on railroad safety.

Following its investigation into the collision near Clarkston, Michigan, the NTSB issued three recommendations to FRA:

<sup>3</sup> Pilcher, J. and Coplen, M. 2000, Work/Rest Cycles in railroad operations: effects of shorter than 24-hour shift work schedules and on-call schedules on sleep. *Ergonomics*, Vol. 43, No. 5, 573-588.

<sup>4</sup> Ohayon, M., Lemoine, P., Arnaud-Briant, V., and Dreyfus, M., 2002, Prevalence and consequences of sleep disorders in a shift worker population. *Journal of Psychosomatic Research*, 53, 577-583.

<sup>1</sup> Elshaug, A. Reid, K. and Damson, D. 1998, The circadian effects of irregular work schedules on sleep. In W.P. Colquhoun (ed.), *Aspects of Human Efficiency* (London: English Universities), 273-282.

<sup>2</sup> 2004, National Sleep Foundation Workshop on Shift Work Sleep Disorder, March 4-5, Washington, DC.