

Issued in Washington, DC, on April 12, 2006.

Ida M. Klepper,

Acting Director, Office of Rulemaking.

Petitions for Exemption

Docket No.: FAA–2006–24262.

Petitioner: Experimental Aircraft Association, Inc.

Section of 14 CFR Affected: 14 CFR 61.415(b)(1).

Description of Relief Sought:

To allow members of the Experimental Aircraft Association, Inc., who are sport pilot certified flight instructors holding powered parachute (PPC) or weight-shift control (WSC) category and class privileges to provide PPC and WSC category and class ratings, flight training, flight reviews, practical tests, and knowledge tests to individuals seeking a PPC or WSC private pilot certificate, without holding at least a private pilot certificate as required by the regulation.

[FR Doc. E6–5910 Filed 4–19–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Announcement of Safety Alert for Operators (SAFO) Web Site

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability of SAFOs.

SUMMARY: In order to communicate safety information to the commercial aviation community more effectively, the FAA Flight Standards Service has issued FAA Order 8000.87, Safety Alert for Operators (SAFO). The public and operators can access this order at this Web site: http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo.

FOR FURTHER INFORMATION CONTACT: Hop Potter, Air Transportation Division, AFS–200, 800 Independence Avenue, SW., Washington, DC 20591, and Telephone (202) 267–8166.

SUPPLEMENTARY INFORMATION:

Safety Alerts for Operators (SAFO)

FAA Order 8000.87, Safety Alerts for Operators (SAFO), established SAFOs on August 29, 2005. SAFOs permit the FAA to reclaim valuable guidance found in discontinued Air Carrier Operations Bulletins (ACOB). Much of that information is still valid. A SAFO may also contain new and important safety information alone or a combination of safety information and recommended (non-regulatory) actions. The respective

operators identified in each SAFO may take action on a voluntary basis.

A SAFO exploits the power and reach of the Internet. A SAFO may be posted promptly, when its content may be most valuable, and that content is readily available for use by operators. We encourage operators to implement actions recommended in a SAFO.

Availability

We post SAFOs on an FAA Web site available to the public and maintained by the Flight Standards Service. The FAA does not distribute hard copies of individual SAFOs. Any person who wants a hard copy may download and print a SAFO from the Web site. We arrange SAFOs by category and by date, with the newest SAFO shown first in each category, the oldest shown last. Operators should check this site periodically for new safety information.

Issued in Washington, DC, on April 13, 2006.

John M. Allen,

Deputy Director, Flight Standards Service.

[FR Doc. E6–5911 Filed 4–19–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34859]

Red River Valley & Western Railroad Company—Trackage Rights Exemption—BNSF Railway Company

BNSF Railway Company (BNSF) has agreed to grant overhead trackage rights to Red River Valley & Western Railroad Company (RRVW) over BNSF's line of railroad between Jamestown, ND (milepost 93.2), and Casselton, ND (milepost 28.4), including BNSF's main line trackage from the switch at the intersection of RRVW's line to Ypsilanti, running west to the crossovers into the Jamestown yard tracks, a distance of approximately 74.0 miles.¹

The transaction was expected to be consummated on or after April 7, 2006. The purpose of the trackage rights is to provide RRVW with an alternate route to other lines in its system. This alternate route has heavier rail, better quality track materials and can sustain higher operating speeds, thereby promoting safety and operating efficiencies.

¹ A redacted version of the trackage rights agreement between BNSF and RRVW was filed with the notice of exemption. The full version of the agreement, as required by 49 CFR 1180.6(a)(7)(ii), was concurrently filed under seal along with a motion for protective order. A protective order was served on April 13, 2006.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34859, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Rose-Michelle Nardi, Weiner Brodsky Sidman Kider PC, 1300 19th Street, NW., Fifth Floor, Washington, DC 20036.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: April 13, 2006.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. E6–5931 Filed 4–19–06; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34847]

Lucas Rail Lines, Inc.—Acquisition and Operation Exemption—BPM Rail, Inc.

Lucas Rail Lines, Inc. (LRL), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from BPM Rail, Inc., d/b/a Louisville, New Albany & Corydon Railroad (LNAC), and operate 7.7 miles of rail line between milepost 0.0, at Corydon Junction, IN, and milepost 7.7, at Corydon, IN, as well as approximately 2.3 miles of side track and lead tracks.

LRL certifies that its projected revenues as a result of the transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million.

The transaction was expected to be consummated on or after April 1, 2006, dependent upon the effective date of this notice of exemption and receipt of grant deeds to LNAC real property.

If the verified notice contains false or misleading information, the exemption