

installation of navigational aids, airspace use, and approach and departure procedures.

Copies of the ROD will be available for public review during normal business hours at the following locations:

1. FAA Northwest Mountain Region Headquarters, 1601 Lind Avenue, SW., Suite 315, Renton, WA 98057-3356, (425) 227-2611.
2. FAA, Denver Airports District Office, 26805 East 68th Avenue, Suite 224, Denver, CO 80249-6361, (303) 342-1252.
3. St. George Municipal Building, 175 East 200 North, St. George, UT 84770, (435) 634-5800.
4. St. George Airport, 620 S. Airport Road, St. George, UT 84770, (435) 634-5822.
5. Zion National Park Headquarters, Springdale, UT 84767-1099.
6. Cedar City Library, 303 North 100 East, Cedar City, UT 84720.
7. Hurricane Valley Branch, 36 South 300 West, Hurricane, UT 84737.
8. Santa Clara Branch, 1099 North Lava Flow Drive, St. George, UT 84770.
9. Springdale Branch, 898 Zion Park Blvd, Springdale, UT 84767-0509.
10. Washington County, 50 South Main, St. George, UT 84770.
11. Salt Lake City—Main Library, 210 E 400 S., Salt Lake City, UT 84111.
12. Kanab City Library—374 N. Main Street, Kanab, UT 84741.
13. Las Vegas—Main Branch, 2300 Civic Center Drive, North Las Vegas, NV 89030.
14. Los Angeles County Library—Main Branch, 12700 Grevillea Avenue, Hawthorne, CA 90250.
15. Flagstaff Coconino County—Main Library, 300 W. Aspen Avenue, Flagstaff, AZ 86001.

An electronic copy of the ROD will be available on the project Web site at: <http://www.airportsites.net/squ-eis>, beginning August 21, 2006.

Issued in Renton, Washington, on August 21, 2006.

Lowell H. Johnson,

Manager, Airports Division, Northwest Mountain Region.

[FR Doc. 06-7141 Filed 8-24-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2006-28]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before September 14, 2006.

ADDRESSES: You may submit comments [identified by DOT DMS Docket Number FAA-2001-11080 and FAA-2006-24521] by any of the following methods:

- Web Site: <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 am and 5 pm, Monday through Friday, except Federal Holidays.

Docket: For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 am and 5 pm, Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: John Linsenmeyer (202) 267-5174 or Sue Lender (202) 267-8029, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on August 16, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

Petitions for Exemption

Docket No.: FAA-2001-11080.

Petitioner: Experimental Aircraft Association, Inc.

Section of 14 CFR Affected: 14 CFR 91.319(h).

Description of Relief Sought: To extend the scope of Exemption No. 7162, as amended, to use aircraft certificated under § 21.191(i) for flight training and flight reviews, and to authorize Mr. Charles Burgoon to conduct weight-shift-control (WSC) flight training and practical tests in N394GS, an aircraft certificated as a fixed-wing aircraft.

Docket No.: FAA-2006-24521.

Petitioner: Aero Sports Connection.

Section of 14 CFR Affected: 14 CFR 21.190(b), 21.191(i)(1), 21.191(i)(2)(iii), 21.191(i)(3), and 61.303(b).

Description of Relief Sought: To allow certification of certain lighter-than-air aircraft as light-sport aircraft. The petitioner proposes a "community-wide" exemption to operate these aircraft at weights that are higher than those allowed for lighter-than-air aircraft certificated as light-sport aircraft.

[FR Doc. E6-14130 Filed 8-24-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 of the Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

City of Placentia, California,

[Docket Number FRA-2006-24654]

The City of Placentia, California (City) and BNSF Railway Company (BNSF) have petitioned for an extension to the waiver granted on June 21, 2006 in FRA Docket No. FRA-2006-24654. In the June 21, 2006 waiver, FRA agreed to extend the original deadline of June 24, 2006 set forth in 49 CFR 222.42 for continuation of an intermediate partial quiet zone until September 22, 2006. In this current request, the City and BNSF state that they are working towards establishment of a 24-hour new quiet zone, but they will be unable to meet the September 22, 2006 deadline due to technical problems with the radio

communications system, the need to conduct a 30-day test period of the radio communications system before exit gate installation, and the need to install advance warning signs before the 24-hour new quiet zone takes effect. The City and BNSF seek to retain the current partial quiet zone in order to avoid disruption and confusion in the interim and state that safety will not be compromised.

Interested parties are invited to participate in these proceedings by submitting written views, data or comments. Each comment shall specifically set forth the basis upon which it is made and contain a concise statement of the interest of the commenter in the proceeding. FRA does not anticipate the need to schedule a public hearing in connection with this proceeding since the facts do not appear to warrant a hearing. If any interested party desires an opportunity to comment, they should notify FRA in writing within 15 days of the date of publication of this notice and specify the basis for their request.

All communications concerning these proceedings should identify the docket number set forth above and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590.

Communications received within 30 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. FRA reserves the right to grant temporary relief to avoid lapse of the existing partial quiet zone while the comment period is open, after consideration of any comments filed prior to the initial date of decision. All written communications concerning this proceeding are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are available for inspection and copying on the Internet at the docket facility's Web site: <http://dms.dot.gov>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's complete Privacy Act Statement, which was published in the **Federal Register** on April 11, 2000 (Volume 65, Number 70; Pages 19477–78). The Privacy Act Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on August 22, 2006.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E6–14112 Filed 8–24–06; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34908]

CSX Transportation, Inc., Norfolk Southern Railway Company, and Consolidated Rail Corporation—Modified Rail Certificate¹

On August 8, 2006, CSX Transportation, Inc. (CSXT), Norfolk Southern Railway Company (NSR), and Consolidated Rail Corporation (Conrail) (collectively, the parties) filed a notice for a modified certificate of public convenience and necessity under 49 CFR part 1150, subpart C, *Modified Certificate of Public Convenience and Necessity*, to provide rail freight operations jointly and severally over 7.69 miles of abandoned rail line of the former Staten Island Railway Corporation (SIRR) in New York and New Jersey lying generally between the Conrail Chemical Coast Line and points on Staten Island, NY.² The line consists of two segments as follows: (a) The North Shore Line between the end of track at milepost 4.6 at Union Avenue east of Arlington Yard, Richmond County, NY, and milepost 7.4, via the Chemical Coast Connector, at the proposed point of switch at the connection between the Chemical Coast Connector and Conrail's Chemical Coast Line in Union County, NJ, a distance of 2.8 miles;³ and (b) the Travis Branch

¹ The parties were previously granted similar authority in *CSX Transportation, Inc., Norfolk Southern Railway Company, and Consolidated Rail Corporation—Modified Rail Certificate*, STB Finance Docket No. 34473 (STB served Mar. 19, 2004). They have concurrently filed a notice of intent to terminate service authorized in that proceeding, stating that they did not conclude an agreement with the New York City Economic Development Corporation (NYCEDC) and the Port Authority of New York and New Jersey (Port Authority) in order to be able to commence operations.

² See *Staten Island Railway Corporation—Abandonment Exemption—in Richmond County, NY*, Docket No. AB–263 (Sub-No. 2X) (ICC served July 3, 1990), and *Staten Island Railway Corporation—Abandonment*, Docket No. AB–263 (Sub-No. 3) (ICC served Dec. 5, 1991). The lines were subsequently acquired by NYCEDC and the Port Authority.

³ On January 21, 2004, the Board served a decision in *Port Authority of New York and New Jersey—Petition for Declaratory Order*, STB Finance Docket No. 34428, finding that the construction by the Port Authority and NYCEDC of the connector

between milepost 0.00 Arlington Yard Station and milepost 4.41 in Richmond County, a distance of 4.41 miles. Included within the North Shore Line segment are all tracks in Arlington Yard together with lead tracks on both the east and west ends of the yard, the so-called Wye Connector, that provides a direct connection to the Travis Branch from the North Shore Line and a track designated as the Travis Lead that provides a connection to and from the Travis Branch to the east end of Arlington Yard.⁴

The parties have concurrently filed a petition for exemption in STB Finance Docket No. 34909, *CSX Transportation, Inc., Norfolk Southern Railway Company, and Consolidated Rail Corporation—Joint Use and Operation Exemption*, wherein they are seeking approval to provide for the joint use of, and joint rail freight operations over, this line.

No rail service has been provided over the line in more than 15 years. The provision of freight rail service in this proceeding is a component of the Staten Island Railroad Revitalization Project, a joint effort between the Port Authority and NYCEDC. The parties will provide rail freight operations over the line pursuant to an operating agreement as part of the project.⁵ That operating agreement, between the parties and NYCEDC, as administrator, provides for the parties to manage and maintain the line. The parties indicate that operations over the line are scheduled to commence on October 1, 2006⁶ and continue for a 10-year term, which is renewable for an additional 10 years. According to the parties, they will not be obligated to commence operations and assume responsibility until the operating agreement has been signed and is fully in effect, which, among other actions, requires that: (1) Reconstruction of the line by NYCEDC is completed, Conrail has inspected the

between the SIRR trackage and the Chemical Coast Secondary Line, and operations thereover, did not require Board approval. The parties will reach this segment via the connector.

⁴ On October 29, 2003, NYCEDC filed a petition for a declaratory order seeking certain determinations as to the Travis Branch. See *The New York City Economic Development Corporation—Petition for Declaratory Order*, STB Finance Docket No. 34429 (STB served July 15, 2004), in which the Board granted the request, finding that the proposed construction project did not require agency authorization and that federal preemption applied.

⁵ That agreement is attached as an exhibit to the notice.

⁶ The parties seek expedited action by the Board in STB Finance Docket No. 34909 to permit rail operations to commence by that date, and have included a proposed procedural schedule to accomplish that goal.