

uses appendices to define the acceptable standards for knowledge, skill, and risk management in the aeronautical proficiency tasks unique to a particular instructor certificate or rating.

The ACS WG also wishes to emphasize that the authorized instructor ACS is not intended to be a stand-alone document. Rather, it is intended to be used in conjunction with the pilot certificate level or rating ACS for which the instructor-applicant seeks authorization to provide instruction. Therefore, in addition to mastery of the knowledge and skills defined in the authorized instructor ACS, the instructor-applicant must demonstrate instructional competence for Tasks in the ACS for the appropriate certificate level or rating, to include analyzing and correcting common learner errors.

Issued in Washington, DC, under the authority set forth in 49 U.S.C. 106(f) on June 19, 2014.

Brenda D. Courtney,

Acting, Designated Federal Officer, Aviation Rulemaking Advisory Committee.

[FR Doc. 2014-14791 Filed 6-24-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2014-36]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition 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 the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before July 15, 2014.

ADDRESSES: You may send comments identified by Docket Number FAA-2014-0361 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- *Mail:* Send comments to the Docket Management Facility; U.S. Department

of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.

- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Docket: To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Nia Daniels, (202) 267-9677, 800 Independence Ave. SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Brenda D. Courtney,
Acting Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2014-0361.

Petitioner: Gulf and Caribbean Cargo, Inc.

Section of 14 CFR Affected: 121.436.

Description of Relief Sought: Gulf and Caribbean Cargo, Inc. seeks an exemption from 14 CFR 121.436 for its pilots in cargo operations to allow the pilot in command of the turbojet airplanes in Part 135 operations to count that pilot in command time toward the experience requirements of 14 CFR 121.436 regardless of whether the airplane was configured to carry passengers or cargo.

[FR Doc. 2014-14797 Filed 6-24-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Railroad Safety Program Plans and Product Safety Plans

In accordance with part 236 of Title 49 Code of Federal Regulations and 49 U.S.C. 20502(a), this document provides the public notice that by documents dated March 31, 2014, the railroads listed below have petitioned the Federal Railroad Administration (FRA) for approval of their Railroad Safety Program Plans (RSPP) and Product Safety Plans (PSP) for the Railsoft TrackAccess system. FRA assigned the petitions the following docket numbers:

- *Kettle Falls International Railway:* FRA-2014-0049.

- *Georgia & Florida Railway:* FRA-2014-0050.

- *Nebraska, Kansas & Colorado Railway:* FRA-2014-0052.

- *Panhandle Northern Railroad:* FRA-2014-0053.

- *Illinois Railway:* FRA-2014-0051

TrackAccess is a processor-based dispatch system developed for operation in autonomous mode (without dispatcher intervention) for low-density rail lines. The system provides a processor-based methodology of requesting and issuing track authority to either qualified train crewmembers or roadway workers. It does so while increasing railroad productivity and significantly improving the safety of train operations, roadway workers, and other railway equipment.

FRA is providing public notice that the railroads' RSPPs and related documents have been placed in the dockets listed above and are available for public inspection. FRA is not accepting public comment on the RSPP documents; notice regarding these documents is provided for information only.

FRA is accepting comments on the PSPs for each railroad, which are posted in the dockets listed above for public inspection. The railroads assert that their RSPPs and PSPs contain the same information and analysis as the Alabama & Tennessee River Railway's (ATN) RSPP Revision 1, dated February 16, 2009, and the ATN PSP Revision 1, dated March 15, 2012. The ATN RSPP Revision 1 and the ATN PSP Revision 1 were previously approved by FRA on January 28, 2014 (Docket FRA-2013-0088).

The PSPs provide descriptions of the TrackAccess system. The railroads state that in the case of ATN, FRA found that the PSP demonstrates that TrackAccess