

<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: Tyneka Thomas ARM-105, (202) 267-7626, FAA, Office of Rulemaking, 800 Independence Ave. SW., Washington, DC 20591. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC on April 10, 2012.

Brenda D. Courtney,

Acting Deputy Director, Office of Rulemaking.

PETITION FOR EXEMPTION

Docket No.: FAA-2012-0053
Petitioner: Omni Air International
Section of 14 CFR Affected: 14 CFR § 121.652(a) and (c)

Description of Relief Sought: Omni Air International seeks relief to allow pilots to substitute crosswind component and braking action restrictions, along with a requirement to utilize automatic landing and approach coupler equipment, at the destination and alternate airports in place of the existing restrictions to decision height and visibility minimum for pilots-in-command who have not yet accumulated 100 hours (50 if reducible) in their current aircraft type. The relief would be applicable to regular part 121 domestic, flag or supplemental operations.

[FR Doc. 2012-8981 Filed 4-12-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2012-10]

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.

DATE: Comments on this petition must identify the petition docket number and

must be received on or before May 3, 2012.

ADDRESSES: You may send comments identified by Docket Number FAA-2012-0127 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:

Keira Jones (202) 267-4024, or Tyneka Thomas (202) 267-7626, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on April 5, 2012.

Brenda D. Courtney,

Acting Deputy Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2012-0127

Petitioner: United Airlines

Section of 14 CFR Affected: 14 CFR 121.291(b)(1) and (d)

Description of Relief Sought: United Airlines seeks relief to continue operating the B767-300 without conducting the required partial evacuation and ditching demonstrations. In addition, United seeks the relief to avoid unnecessary operational burdens and avoid disruptions in service by ensuring continued operations of the B767-300.

[FR Doc. 2012-8986 Filed 4-12-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2012-11]

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 involved and must be received on or before May 3, 2012.

ADDRESSES: You may send comments identified by Docket Number FAA-2012-0137 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: Tyneka Thomas ARM–105, (202) 267–7626, FAA, Office of Rulemaking, 800 Independence Ave SW., Washington, DC 20591. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on April 20, 2012.

Brenda D. Courtney,

Acting Deputy Director, Office of Rulemaking.

PETITION FOR EXEMPTION

Docket No.: FAA–2012–0137
Petitioner: Landmark Aviation
Section of 14 CFR Affected: 14 CFR §§ 135.293(a)(2) and (3), 135.293(b), 135.297, 135.329(b), 135.345(b) and 135.347

Description of Relief Sought: The relief sought would allow Landmark's wholly-owned subsidiary, Piedmont Aviation, to receive credit for aircraft specific training, testing, and checking by pilots while employed by Landmark Waukegan, another operating unit of Landmark Aviation. In addition the requested relief includes aircraft-specific initial new hire ground and flight training written, and oral tests, competency checks, and pilot in command instrument proficiency checks.

[FR Doc. 2012–8983 Filed 4–12–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Safety Advisory 2012–01]

Odorant Fade in Railroad Tank Cars

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Safety Advisory.

SUMMARY: FRA is issuing Safety Advisory 2012–01 to remind shippers and consignees of railroad tank cars containing odorized liquefied petroleum gas (LPG), of the importance of taking actions to ensure that a sufficient level of odorant remains in the LPG throughout the entire transportation cycle. FRA is issuing this notice to raise awareness within the hazardous materials community, of the potential consequences of having LPG reach end-users as under-odorized or essentially non-odorized material due to the diminishment of the added odorant during the transportation cycle (commonly known as “odorant fade”). This safety advisory recommends that shippers and consignees of bulk quantities of odorized LPG review their existing LPG odorization standards and procedures, and take appropriate actions to guard against odorant fade in their shipments.

FOR FURTHER INFORMATION CONTACT: Kevin R. Blackwell, Railroad Safety Specialist, Hazardous Materials Division, Office of Safety Assurance and Compliance, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590 (telephone: (202) 493–6315; email: Kevin.Blackwell@dot.gov); or Kurt Eichenlaub, Railroad Safety Specialist, Hazardous Materials Division, Office of Safety Assurance and Compliance, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590 (telephone: (202) 493–6050; email: Kurt.Eichenlaub@dot.gov).

SUPPLEMENTARY INFORMATION: DOT's Hazardous Materials Regulations (HMR), Title 49 Code of Federal Regulations (CFR) Parts 171–180, allow use of the proper shipping name, “liquefied petroleum gas” (or LPG), for a number of petroleum gases with properties similar to propane. Much of the LPG loaded and shipped in the United States by railroad tank car is from bulk suppliers to either industrial end-users or to “midstream” suppliers who then sell and redistribute the LPG to commercial, retail, and general public end-users. In 2010, LPG represented less than 9 percent of all loaded hazardous materials tank car shipments originating in the United States. Because LPG is a colorless and odorless gas, odorants are normally added to the material (with the exception of LPG being shipped to industrial end-users) in the liquid phase to enable human detection when its vaporized gases are released in the atmosphere. The majority of LPG produced for non-industrial uses is odorized by bulk providers of the material. The presence of LPG in the consumer supply chain, with either

diminished levels of odorant or no odorant present, represents significant safety risks. Absent sufficient odorization of the commodity, LPG leaks can go undetected and ignite.

Diminished or absent levels of LPG odorant has been determined to have been a contributing factor in incidents that have resulted in injuries and fatalities. For example, a July 30, 2010, incident occurred at a condominium construction site in Norfolk, MA, when a release of LPG from a leaking connection in the basement of a building under construction resulted in an explosion and fire. This incident resulted in one fatality and seven injuries. An investigation conducted by the Massachusetts Department of Fire Services, Division of Fire Safety, revealed that the LPG in the storage tanks at the construction site had virtually no odorant present, explaining why no one at the construction site reported smelling the LPG leak prior to the explosion. While the LPG involved in the Norfolk accident did not originate from a rail shipment, the investigation into the accident revealed that a large quantity of LPG—shipped via railroad tank car as odorized—had been delivered to commercial and retail end-users with either a diminished level of odorization or no odorization at all.

Odorization

The proper odorization of LPG is addressed by a combination of Federal and State laws and regulations, as well as by accepted industry standards and practices. In accordance with the applicable laws and regulations, LPG intended for use by non-industrial entities (e.g., commercial and retail entities, and the general public) is generally required to be odorized (or “stencched”) to enable the detection of any unintended release or leak of the gas. In the context of the rail transportation of LPG, the HMR require the odorization of LPG transported in cargo tanks and portable tanks, but not railroad tank cars. Specifically, 49 CFR 173.315(b)(1) provides that odorizing LPG shipments in cargo and portable tanks with 1.0 pound of ethyl mercaptan per 10,000 gallons of LPG, or the equivalent, is an acceptable form of odorization.¹ That section also provides an exception from the odorization requirement if odorization would be “harmful in the use or further processing of the [LPG], or if odorization will serve no useful purpose as a

¹ Ethyl mercaptan is a colorless organic liquid with a low odor threshold of 0.4 parts per billion, thus making it easily detectable by persons with a normal sense of smell when injected at standard industry rates.