

SUPPLEMENTARY INFORMATION: The NECSC is mandated by a statutory provision in Section 212 of the PRIIA (codified at 49 U.S.C. 24905(f)). This Committee is chartered by the DOT Secretary and is an official Federal Advisory Committee established in accordance with the provisions of the Federal Advisory Committee Act, as amended, Title 5 U.S.C.—Appendix.

Issued in Washington, DC, on March 30, 2012.

Robert C. Lauby,

Acting Associate Administrator for Railroad Safety/Chief Safety Officer.

[FR Doc. 2012–8134 Filed 4–4–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2011–0078]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated September 26, 2011, Iowa Interstate Railroad, Ltd. (IAIS) has petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 230. FRA assigned the petition Docket Number FRA–2011–0078.

IAIS seeks relief from performing the fifth annual inspection as it pertains to the inspection of flexible staybolt caps every 5 years as required by 49 CFR 230.41(a), and requests to extend the inspection interval to the tenth annual inspection. IAIS will perform all other inspections as required by 49 CFR 230.16, Annual Inspection. IAIS's justification for requesting this relief is that the current level of safety would be maintained due to the low number of service days accrued in this engine since the last flexible staybolt cap inspection. There will be a significant cost savings as the IAIS shop forces would not be required to remove the cab, piping, jacketing, and insulation to gain access to the caps to perform the staybolt cap inspection. IAIS estimates that it would take 3 months and five full-time employees to perform this inspection at a significant cost.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at <http://www.regulations.gov> and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12–140, Washington, DC

20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by May 7, 2012 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and 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 DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78), or online at <http://www.dot.gov/privacy.html>.

Issued in Washington, DC, on March 30, 2012.

Ron Hynes,

Acting Deputy Associate Administrator for Regulatory and Legislative Operations.

[FR Doc. 2012–8177 Filed 4–4–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2011–0050]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from 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. FRA has assigned the petition Docket Number FRA–2011–0050.

The Alaska Railroad Corporation (ARRC) has applied for extension of the clean, repair, and test intervals for air brake valves and related components, as required by the Railroad Locomotive Safety Standards found at Title 49 Code of Federal Regulations (CFR) Section 229.27, *Annual tests*, and Section 229.29, *Biennial tests*. This relief has been requested for Locomotives ARRC 4001–4016, which are equipped with New York Air Brake (NYAB) CCB–I brake systems; Locomotives ARRC 4317–4328, which are equipped with NYAB CCB–II brake systems; and Diesel Multiple Unit ARRC 751, which is equipped with a NYAB CCB–II brake system. These units are also equipped with air dryers. Applications were originally submitted by ARRC for inclusion under the relief granted to the Association of American Railroads (AAR) by Waiver Docket Number FRA–2005–21613. However, the decision letter for that waiver specifically limits the relief to AAR member railroads. ARRC is not an AAR member; therefore, separate processing of these requests is necessary.

In support of this petition, ARRC submitted letters from NYAB attesting to the essential similarity of the air brake systems on these units to air brake systems on locomotives tested and inspected at extended intervals and granted relief under FRA–2005–21613 on CSX Transportation and the Canadian Pacific Railway. In addition, ARRC reported that they have experienced very few failures on units equipped with CCB brake systems, and that inspection of air brake components removed from Locomotives 4001–4016, at 5 years of age, “revealed exceptional cleanliness and no issues were noted which would prevent the continued serviceability of the parts or materials * * *.”