

complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477–19478), as well as at <http://DocketsInfo.dot.gov>.

**Docket:** Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations 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:** Lynne S. Pickard, Senior Advisor for Environmental Policy, Office of Environment and Energy (AEE–6), Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267–3577; email [lynne.pickard@faa.gov](mailto:lynne.pickard@faa.gov).

**SUPPLEMENTARY INFORMATION:** The FAA published a notice in the **Federal Register** on August 19, 2014 (79 FR 49141) requesting comments on its implementation of Section 213(c)(2) of the FAA Modernization and Reform Act of 2012, which directs the FAA to issue and file a categorical exclusion for any navigation performance or other performance based navigation (PBN) procedure that would result in measureable reductions in fuel consumption, carbon dioxide emissions, and noise on a per flight basis as compared to aircraft operations that follow existing instrument flight rule procedures in the same airspace. In September 2012, the FAA tasked the NextGen Advisory Committee (NAC) for assistance, especially on how measurable reductions in noise on a per flight basis might be measured and assessed, and the NAC developed a Net Noise Reduction Method which it recommended to the FAA. The FAA's notice provides the public an opportunity to comment on the Net Noise Reduction Method and possible variations of it.

On August 29, 2014, Airports Council International—North America (ACI–NA) requested a 30-day extension of the comment period, citing a need to communicate with its membership and facilitate industry participation in providing the FAA with meaningful comments. The FAA agrees that facilitating industry participation in the development of comments would be helpful, and therefore has decided to extend the comment period until October 20, 2014. The FAA expects that the additional time for comments will allow the preparation of meaningful comments which will help the FAA in its consideration of interpretive

guidance to implement Section 213(c)(2).

Issued in Washington, DC, on September 5, 2014.

**Lourdes Q. Maurice,**

*Executive Director, Office of Environment and Energy, Federal Aviation Administration.*

[FR Doc. 2014–21698 Filed 9–10–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2014–0078]

#### Notice of Petition for Approval of a Railroad Safety Program Plan

The Federal Railroad Administration (FRA) is providing notice that it has received a petition for approval of a Railroad Safety Program Plan (RSPP) submitted pursuant to Title 49 Code of Federal Regulations Part 236, Subpart H, Standards for Processor-Based Signal and Train Control Systems. The petition is listed below, including the party seeking approval, and the requisite docket number. FRA is not accepting comments on this RSPP.

The Canadian Pacific Railway Company submitted a petition for approval of an RSPP. The petition, the RSPP, and any related documents have been placed in the requisite docket (FRA–2014–0078) and are available for public inspection.

Interested parties are invited to review the RSPP and associated documents at the U.S. Department of Transportation's 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 on Federal Holidays. All documents in the public docket are available for inspection and copying on the Internet at <http://www.regulations.gov>.

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:

Issued in Washington, DC, on September 4, 2014.

**Ron Hynes,**

*Director, Office of Safety Assurance and Compliance.*

[FR Doc. 2014–21614 Filed 9–10–14; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2012–0052]

#### 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 letter dated July 25, 2014, Southeastern Pennsylvania Transportation Authority (SEPTA) has petitioned the Federal Railroad Administration (FRA) for an extension of its waiver of compliance from the Federal hours of service requirement for train employees engaged in commuter or intercity rail passenger transportation at 49 CFR 228.405(b)(4). FRA assigned the petition Docket Number FRA–2012–0052.

In its petition, SEPTA seeks a waiver allowing travel time from a train employee's home to all reporting points to count as time off duty. FRA's current policy only allows travel time, at a designated home terminal, from an employee's residence to a single fixed regular reporting point to be defined as commuting and time off duty. Travel time between a train employee's residence and other than regular reporting points is considered deadheading and can count as time on duty. In support of its request, SEPTA submitted fatigue analysis of employee work schedules, arguing that safety would not be compromised by approving the waiver request. SEPTA also provided information that the waiver would be in the public interest, because of increased employee availability that would reduce the financial burden placed on this publicly funded commuter railroad.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](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