

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) 267-4025, 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 January 7, 2016.

Lirio Liu,

Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2015-6462.

Petitioner: U.S. Coast Guard Air Operations.

Section(s) of 14 CFR Affected: 91.155(a).

Description of Relief Sought: The U.S. Coast Guard Air Operations seeks relief to operate an aircraft under visual flight rules (VFR) when the flight visibility is less, or at a distance from clouds that is less, than that prescribed for the corresponding altitude and class of airspace. U.S. Coast Guard Air Operations seeks this relief for the purpose of carrying out the U.S. Coast Guard's statutory responsibilities for search and rescue missions.

[FR Doc. 2016-00418 Filed 1-11-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. 2015-79]

Petition for Exemption; Summary of Petition Received; Burlington Northern Santa Fe Railway

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of title 14 of the Code of Federal Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. 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 February 1, 2016.

ADDRESSES: Send comments identified by docket number FAA-2015-7512 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to 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.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

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: For technical questions concerning this action, contact Nia Daniels, (202-267-7626), 800 Independence Avenue SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on January 7, 2016.

Lirio Liu,

Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2015-7512.

Petitioner: Burlington Northern Santa Fe Railway.

Section(s) of 14 CFR Affected: 91.113(b).

Description of Relief Sought: Burlington Northern Santa Fe Railway (BNSF) seeks relief from the requirements of 14 CFR § 91.113(b) Right-of-way rules: Except water operations, while conducting small unmanned aircraft system (UAS)

operations as part of the Pathfinder Focus Area¹ for beyond visual line-of-sight (BVLOS) in rural/isolated areas. The UAS research under the Pathfinder program is conducted in partnership with the FAA to explore the next steps in unmanned aircraft operations beyond the type proposed in the notice of proposed rulemaking (NPRM), for Operation and Certification of Small Unmanned Aircraft Systems. BNSF proposes to utilize technology developed by leading experts to provide at least the same level of situational awareness as that of a pilot flying under visual flight rules (VFR).

[FR Doc. 2016-00413 Filed 1-11-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. 2015-76]

Petition for Exemption; Summary of Petition Received; Bombardier Inc.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of title 14 of the Code of Federal Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. 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 February 1, 2016.

ADDRESSES: Send comments identified by docket number FAA-2015-3836 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9

¹ https://www.faa.gov/uas/legislative_programs/pathfinders/.

a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202–493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

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:

Deana Stedman, ANM–113, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057–3356, email deana.stedman@faa.gov, phone (425) 227–2148.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on January 6, 2016.

Lirio Liu,

Director, Office of Rulemaking.

PETITION FOR EXEMPTION

Docket No.: FAA–2015–3836.
Petitioner: Bombardier Inc.
Section(s) of 14 CFR Affected:
§ 25.813(e)

Description of Relief Sought:
Title 14 of the Code of Federal Regulations (14 CFR) Section 25.813(e) prohibits the installation of a door that separates any passenger seat that is occupiable during takeoff and landing from any passenger emergency exit. Bombardier Inc., seeks relief from this requirement for the BD–700–2B12 Global 7000 and BD–700–2B13 Global 8000 to allow installation of one or more doors between passenger seats and passenger emergency exits.

Furthermore, Bombardier Inc., requests that the exemption, if granted, not include a condition (limitation) that would prohibit the aircraft from being operated for hire pursuant to 14 CFR part 135.

The petitioner asserts that the aircraft and door(s) will incorporate design features that assure passengers' ability to recognize the location of emergency exits and access those exits; thereby providing for an overall level of safety

that is consistent with the intent of the regulations.

[FR Doc. 2016–00411 Filed 1–11–16; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Waiver of Debris Containment Requirements for Launch

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of waiver.

SUMMARY: This notice concerns two petitions for waiver submitted to the FAA by Space Exploration Technologies Corp. (SpaceX): (1) A petition to waive the requirement that a waiver request be submitted at least 60 days before the effective date of the waiver unless good cause for later submission is shown in the petition; and (2) a petition to waive the requirement that analysis must establish designated impact limit lines to bound the area where debris with a ballistic coefficient of three or more pounds per square foot is allowed to impact if the flight safety system (FSS) functions properly.

DATES: This notice is effective January 12, 2016 and is applicable beginning December 18, 2015.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this waiver, contact Charles P. Brinkman, Licensing Program Lead, Commercial Space Transportation—Licensing and Evaluation Division, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–7715; email: Phil.Brinkman@faa.gov. For legal questions concerning this waiver, contact Laura Montgomery, Manager, Space Law Branch, AGC–210, Office of the Chief Counsel, Regulations Division, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267–3150; email: Laura.Montgomery@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On December 3, 2015, SpaceX submitted a petition to the Federal Aviation Administration's (FAA's) Office of Commercial Space Transportation (AST) requesting relief from a regulatory requirement for a launch license for flight of a Falcon 9 launch vehicle carrying ORBCOMM–2 satellites. Specifically, SpaceX requested relief from § 417.213(a), which requires an analysis to establish flight safety limits that define when an

FSS must terminate a launch vehicle's flight to prevent the hazardous effects of the resulting debris impacts from reaching any populated or other protected area, and the associated requirement of § 417.213(d), which requires an analysis to establish designated impact limit lines to bound the area where debris with a ballistic coefficient of three or more is allowed to impact if the FSS functions properly. On December 17, 2015, the FAA advised SpaceX that this relief must be requested as a waiver of § 417.213(a) and (d), and SpaceX modified its request to be a waiver petition in accordance with 14 CFR part 404. Because the scheduled launch was planned to occur in less than sixty days, SpaceX also requested a waiver to section 404.3(b)(5), which requires that a petition for waiver be submitted at least sixty days before the proposed effective date of the waiver, which in this case would be the date of the planned launch.

The FAA licenses the launch of a launch vehicle and reentry of a reentry vehicle under authority granted to the Secretary of Transportation in the Commercial Space Launch Act of 1984, as amended and re-codified by 51 U.S.C. Subtitle V, chapter 509 (Chapter 509), and delegated to the FAA Administrator and the Associate Administrator for Commercial Space Transportation, who exercises licensing authority under Chapter 509.

SpaceX is a private commercial space flight company. The petition addresses an upcoming flight that SpaceX plans to undertake to deliver ORBCOMM–2 satellites. SpaceX plans for the Falcon 9 launch vehicle to launch from Cape Canaveral Air Force Station (CCAFS) and fly back the first stage to CCAFS for landing. The flight termination system together with autonomous engine shutdown cannot prevent debris from reaching protected areas for all failure scenarios during the Falcon 9 fly back portion of the launch. Specifically, impact limit lines cannot be developed to ensure all debris with a ballistic coefficient of 3 pounds per square foot (psf) or greater remains on CCAFS.

Waiver Criteria

Chapter 509 allows the FAA to waive a license requirement if the waiver (1) will not jeopardize public health and safety, safety of property; (2) will not jeopardize national security and foreign policy interests of the United States; and (3) will be in the public interest. 51 U.S.C. 50905(b)(3) (2011); 14 CFR 404.5(b) (2011).