

a 0.000 g/dL BrAC test sample, and while the engine is still running, the BAIID must indicate that a second breath sample is required. Conduct Test 1b five times. The BAIID must treat this test as a passed retest all 5 times.

b. Within an interval of 5 to 7 minutes after a vehicle successfully starts, using a 0.000 g/dL BrAC test sample, and while the engine is still running, the BAIID must indicate that a second breath sample is required. Conduct Test 1c five times. The BAIID must treat this test as a failed retest and prominently alert the driver.

A failed retest must be identified as an alert condition and flagged on the interlock data logger. A missed retest must be flagged on the interlock data logger.

2. NHTSA proposes to revise the Model Specifications published in the **Federal Register** of May 8, 2013, on page 26864, in columns 2–3, Test 9d and Test 9f to read as follows:

Test 9. Tampering and Circumvention

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d. *Warmed air sample.* Prepare a 12-ounce insulated cup fitted with a bubble tube inlet and a vent tube (rubber or tygon tubing), attached through a secure lid. Fill the cup with 8 ounces of water warmed to 36°C and attach the lid. Attach the vent tube to the BAIID and pass an air sample of at least 2 liters through the bubble tube into the heated water and thence into the BAIID. The flow rate must not be high enough to cause a mechanical transfer of water to the BAIID. The vehicle must not start.

* * * * *

f. *Filtered 0.032 BrAC sample.* Prepare a 1 to 2 inch diameter 3 to 5 inches long tube loosely packed with an active absorbent material. Use porous plugs (such as cotton) to retain the absorbent material in the tube. Pack the tube so that a person can easily blow 2 liters of air through the assembly within 5 seconds. Test the absorbent by passing a 2 liter 0.032 BrAC sample through the assembly within 5 seconds. If the air passing out of the BAIID is found to have a concentration of 0.006 BrAC or less, prepare 5 tubes packed in the same manner, fit separately to the BAIID and test at 0.032 BrAC. The vehicle must not start.

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4. NHTSA proposes to revise the Model Specifications published in the **Federal Register** of May 8, 2013, on page 26865, in column 1, Test 10 to read as follows:

Test 10. Restart of Stalled Motor Vehicle

Conduct Test 10 using a motor vehicle.

Using a 0.000 g/dL BrAC sample, turn on the engine. Turn off the engine. Attempt to restart the ignition without a breath sample in less than 3 minutes—the vehicle must start. Turn off the engine. Attempt to restart the engine without a breath sample 3 minutes or more after turning off the engine—the vehicle must not start. Conduct Test 10 five times.

5. NHTSA proposes to revise Test 14 of the Model Specifications published in the **Federal Register** of May 8, 2013, beginning on page 26865, in column 1, to read as follows:

Test 14. Radiofrequency Interference (RFI)/Electromagnetic Interference (EMI)

The Society of Automotive Engineers (SAE) Surface Vehicle Standard J1113 series, Required Function Performance Status, as defined in Surface Vehicle Standard J1113–1 for Class C devices (devices essential to the operation or control of the vehicle), and the International Special Committee on Radio Interference (CISPR), Subcommittee of International Electrotechnical Committee (IEC), specifically CISPR 25, will be used to evaluate BAIID electromagnetic immunity and compatibility. The test severity levels are specified below. The tests must be performed while the BAIID is in standby mode.

* * * * *

c. J1113–4 2004–08 Conducted immunity, 1 MHz to 400 MHz—Bulk Current Injection (BCI) Method.

Level	Severity (volts, peak to peak)	Status
1	25 to 60	I
2	60 to 80	II
3	80 to 100	III
4	100	IV

d. J1113–11 2007–06 Immunity to Conducted Transients on Power Leads.

Pulse (12 v sys)	Level	Severity (volts)	Status
1	1	–25	I
	2	–50	II
	3	–75	II
	4	–100	IV
2a	1	25	I
	2	40	II
	3	50	II
2b	4	75	IV
	1	10	I
	3a	1	–35
3a	2	–75	II
	3	–112	II

Pulse (12 v sys)	Level	Severity (volts)	Status
3b	4	–150	IV
	1	25	I
	2	50	II
	3	75	II
4	4	100	IV
	1	–4	I
	2	–5	II
5a	3	–6	II
	4	–7	IV
	1	87	IV

* * * * *

f. J1113–21 2005–10 Immunity to Electromagnetic Fields, 400 MHz to 18 GHz.

Severity (V/M)	Status
Up to 60	I
60–80	II
80–100	III
100–150	IV

(Authority: 23 U.S.C. 403; 49 CFR 1.95; 49 CFR Part 501)

Dated: March 25, 2015.

Jeffrey Michael,

Associate Administrator for the Office of Research and Program Development, National Highway Traffic Safety Administration.

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT–OST–2012–0087]

Advisory Committee for Aviation Consumer Protection

AGENCY: Office of the Secretary (OST), Department of Transportation (DOT).

ACTION: Notice of seventh meeting of advisory committee.

SUMMARY: This notice announces the seventh meeting of the Advisory Committee for Aviation Consumer Protection.

DATES: The seventh meeting of the advisory committee is scheduled for April 14, 2015, from 9:00 a.m. to 4:00 p.m., Eastern Time.

ADDRESSES: The meeting will be held in the Media Center (located on the lobby level of the West Building) at the U.S. Department of Transportation (DOT) headquarters, 1200 New Jersey Avenue SE., Washington, DC. Attendance is open to the public up to the room’s

capacity of 100 attendees. Since space is limited and access to the DOT headquarters building is controlled for security purposes, any member of the general public who plans to attend this meeting must notify the registration contact identified below no later than April 7, 2015.

FOR FURTHER INFORMATION CONTACT: To register to attend the meeting, please contact Amy Przybyla, Research Analyst, CENTRA Technology, Inc., przybyla@centratechnology.com; 703-894-6962. For other information please contact Kathleen Blank Riether, Senior Attorney, Office of Aviation Enforcement and Proceedings, kathleen.blankriether@dot.gov; U.S. Department of Transportation, 1200 New Jersey Ave. SE., Washington, DC 20590; 202-366-9342 (phone), 202-366-5944 (fax).

SUPPLEMENTARY INFORMATION: On May 24, 2012, the Secretary, as mandated by Section 411 of the FAA Modernization and Reform Act of 2012 (Pub. L. 112-95, 126 Stat. 11 (2012)), established the Advisory Committee on Aviation Consumer Protection. The committee's charter, drafted in accordance with the Federal Advisory Committee Act, as amended, 5 U.S.C. App. 2, sets forth policies for the operation of the advisory committee and is available on the Department's Web site at <http://www.facadatabase.gov/committee/charters.aspx?cid=2448&aid=47>.

The seventh meeting of the committee is scheduled for Tuesday, April 14, 2015, from 9:00 a.m. to 4:00 p.m. Eastern Time in the Media Center at the DOT headquarters, 1200 New Jersey Avenue SE., Washington, DC 20590. At the meeting, the issues that will be discussed are space allocated per passenger on the aircraft and airlines' frequent flyer programs.

As announced in the notices of prior meetings of the committee, the meeting will be open to the public, and, time permitting, comments by members of the public are invited. Attendance will necessarily be limited by the size of the meeting room (maximum 100 attendees). Since space is limited and access to the DOT headquarters building is controlled for security purposes, we ask that any member of the general public who plans to attend the seventh meeting notify the registration contact noted above no later than April 7, 2015. Additionally, DOT will stream the event live on the Internet at www.dot.gov/airconsumer/ACACP.

Members of the public may present written comments at any time. The docket number referenced above (DOT-OST-2012-0087, available at <https://>

www.regulations.gov) has been established for committee documents including any written comments that may be filed. At the discretion of the Chairperson and time permitting, after completion of the planned agenda, individual members of the public may provide oral comments. Any oral comments presented must be limited to the objectives of the committee and will be limited to five (5) minutes per person. Individual members of the public who wish to present oral comments must notify the Department of Transportation contact noted above via email that they wish to attend and present oral comments no later than April 7, 2015.

Persons with a disability who plan to attend the meeting and require special accommodations, such as an interpreter for the hearing impaired, should notify the registration contact noted above no later than April 7, 2015.

Notice of this meeting is being provided in accordance with the Federal Advisory Committee Act and the General Services Administration regulations covering management of Federal advisory committees. (41 CFR part 102-3.)

Issued in Washington, DC, on the 25th of March, 2015.

Blane A. Workie,

Assistant General Counsel for Aviation Enforcement & Proceedings, U.S. Department of Transportation.

[FR Doc. 2015-07292 Filed 3-27-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2015-0021]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 of the Code of Federal Regulations (CFR), this document provides the public notice that by a document dated November 20, 2014, the Transportation Technology Center (TTCI) 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 231.136(c)(4) and 231.126(c)(4). FRA assigned the petition Docket Number FRA-2015-0021.

Industry efforts are underway to develop industry standards for natural gas fuel tenders (NGFT) as fuel sources for locomotives. FRA has provided funding for a program to complement work conducted by the Association of American Railroads (AAR) NGFT

Technical Advisory Group (TAG) in developing industry standards for NGFT tenders. This effort is focused on documenting (measuring and analyzing) the worst-case displacement environment between a common line-haul locomotive and a trailing vehicle (simulating a fuel tender).

This petition for a temporary waiver has been filed so that a test project can be conducted to measure and an understanding can be had of the tri-axial displacement environment of interconnections (e.g., gas, cooling system loop, electrical, air, etc.) between the locomotive and adjacent tender vehicle during normal full-scale freight train operations in revenue service. This waiver also serves to give notice that the instrumentation brackets will be mounted to and partially obstruct the safety appliances on the locomotive and box car. The safety appliances affected will be the A-end end platform and the A-end handhold on the box car, and, in addition, a test fixture bracket will be attached to the uprights that secure horizontal handholds on the rear end of the locomotive. The test program outlined in the petition includes measurement of relative longitudinal, lateral, and vertical displacements and accelerations between the locomotive and simulated fuel tender. Data gathered will provide input for testing future fuel transfer components (e.g., hoses, wires, and connectors for gas/heat exchange fluids/electrical power/control) planned for use on the next generation of NGFT vehicles.

Canadian National Railway (CN) is supplying the locomotive and high-cube box car for this testing. The locomotive's long hood end will be connected to and leading the box car's A-end. The intent is for both to be used throughout the testing from Chicago, IL, to Memphis, TN, and back. The requested duration of the waiver is to allow the testing from Chicago, IL, to Memphis, TN, and back to be completed. A copy of the petition, as well as any written communications concerning the petition, is available for review online at 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