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 February 29, 2012.

Brenda D. Courtney,

Acting Deputy Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2012–0075.
Petitioner: American Aviation, Inc.
Section of 14 CFR Affected: 14 CFR 119.1(e)(6).
Description of Relief Sought: The relief sought would allow American Aviation, Inc., to conduct parachute operations dropping test flares more than 25-statute-miles from the airport of takeoff.

[FR Doc. 2012–5404 Filed 3–5–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–2012–08]

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 and must be received on or before April 5, 2012.

ADDRESSES: You may send comments identified by Docket Number FAA–

2012–0123 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: Frances Shaver, ARM–207, (202) 267–4059, FAA, Office of Rulemaking, 800 Independence Ave. SW., Washington, DC 20591, or Ted Jones, ASW–111, (817) 222–5329, FAA Southwest Regional Office, 2601 Meacham Blvd., Fort Worth, TX 76137.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on February 29, 2012.

Brenda D. Courtney,

Acting Deputy Director, Office of Rulemaking—Aviation Safety.

PETITION FOR EXEMPTION

Docket No.: FAA–2012–0123
Petitioner: Bell Helicopter Textron Canada Limited
Section of 14 CFR Affected: § 27.1
Description of Relief Sought: The exemption would permit an increase in

the maximum gross weight of the Bell 429 from 7,000 pounds to 7,500 pounds to enable the aircraft to carry additional safety related equipment and fuel. The relief would result in an expanded radius of operation for Helicopter Air Ambulance operations, increased capability and availability for public safety operations and improved efficiency and safety for American petroleum and utility industry operations.

[FR Doc. 2012–5406 Filed 3–5–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2009–0271]

Identification of Interstate Motor Vehicles: New York City, Cook County, and New Jersey Tax Identification Requirements; Petition for Reconsideration.

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice; Grant of petition for reconsideration.

SUMMARY: The FMCSA grants a petition for reconsideration submitted by the New York City Department of Finance (DOF) requesting reconsideration of the Agency's previous determination that the credential display requirement of New York City's Commercial Motor Vehicle Tax (CMV Tax) is preempted. Federal law prohibits States and their political subdivisions from requiring motor carriers to display in or on commercial motor vehicles (CMVs) any form of identification other than forms required by the Secretary of Transportation, with certain exceptions. FMCSA has determined that the CMV Tax qualifies for one of the statutory exceptions.

DATES: This decision is effective March 6, 2012.

FOR FURTHER INFORMATION CONTACT: Genevieve D. Sapir, Office of the Chief Counsel, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 366–7056; email *Genevieve.Sapir@ dot.gov.*

SUPPLEMENTARY INFORMATION:

Background

On February 25, 2008, the American Trucking Associations (ATA) petitioned FMCSA to preempt § 11–809 of New York City's Administrative Code, which requires CMVs used principally in New