

general aviation certification and operations issues.

Participation in the Working Group

The Static Directional and Lateral Stability Harmonization Working Group will be composed of technical experts having an interest in the assigned task. A working group member need not be a representative or a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. All requests to participate must be received no later than June 29, 2001. The requests will be reviewed by the co-assistant chairs, the co-assistant executive directors, and the working group co-chairs. Individuals will be advised whether or not their request can be accommodated.

Individuals chosen for membership on the working group will be expected to represent their aviation community segment and actively participate in the working group (e.g., attend all meetings, provide written comments when requested to do so, etc.). They also will be expected to devote the resources necessary to support the working group in meeting any assigned deadlines. Members are expected to keep their management chain and those they may represent advised of working group activities and decisions to ensure that the proposed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for approval.

Once the working group has begun deliberations, members will not be added or substituted without the approval of the co-assistant chairs, the co-assistant executive directors, and the working group co-chairs.

The Secretary of Transportation determined that the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of the ARAC will be open to the public. Meetings of the Static Directional and Lateral Stability Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

Issued in Washington, DC, on June 1, 2001.

Anthony F. Fazio,

Executive Director, Aviation Rulemaking Advisory Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2000-8033]

Agency Information Collection Activities Under OMB Review: OMB Control No. 2126-0010 (Motor Carrier Safety Assistance Program)

AGENCY: Federal Motor Carrier Safety Administration, DOT.

ACTION: Notice; request for comments.

SUMMARY: The FMCSA announces that the Information Collection Request (ICR) described in this notice has been sent to the Office of Management and Budget (OMB) for review and approval. The FMCSA is requesting OMB's continued approval of the information that is required for the Motor Carrier Safety Assistance Program. The ICR describes the information collection and its expected cost and burden. The Federal Register notice allowing for a 60-day comment period on this information collection was published on November 1, 2000 (65 FR 65372). We are required to send ICRs to OMB under the Paperwork Reduction Act.

DATES: Please submit comments by July 6, 2001.

FOR FURTHER INFORMATION CONTACT: Mr. James D. McCauley, (202) 366-0133, Office of Safety Programs, Federal Motor Carrier Safety Administration, 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:30 a.m. to 4:00 p.m., e.t., Monday through Friday, except Federal holidays.

ADDRESS: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street NW., Washington, DC 20503, *Attention:* DOT Desk Officer. We particularly request your comments on whether the collection of information is necessary for the FMCSA to meet its goal of reducing truck crashes, including whether the information is useful to this goal; the accuracy of the estimate of the burden of the information collection; ways to enhance the quality, utility and clarity of the information collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection

techniques or other forms of information technology. OMB wants to receive comments within 30 days of publication of this notice in order to act on the ICR quickly.

SUPPLEMENTARY INFORMATION:

Title: Motor Carrier Safety Assistance Program (MCSAP).

OMB Approval Number: 2126-0010.

Background: Sections 401-404 of the Surface Transportation Assistance Act of 1982 (STAA) established a program of financial assistance to States for the purpose of implementing programs to enforce (a) Federal rules, regulations, standards, and orders applicable to commercial motor vehicle safety; and (b) compatible State rules, regulations, standards, and orders. This grant-in-aid program is known as the Motor Carrier Safety Assistance Program (MCSAP). The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) added programs, such as drug interdiction, traffic enforcement, and size and weight activities to the core program established by the STAA.

The Transportation Equity Act for the 21st Century (TEA-21) further revised the MCSAP by broadening its purpose beyond enforcement activities and programs by requiring participating States to assume greater responsibility for improving motor carrier safety. The TEA-21 required States to develop performance-based plans reflecting national priorities and performance goals, revised the MCSAP funding distribution formula, and created a new incentive funding program. As a result, States are given greater flexibility in designing programs to address national and State goals for reducing the number and severity of commercial motor vehicle (CMV) accidents. The implementing regulations were published in a final rule in the March 21, 2000, **Federal Register** at 65 FR 15092.

In order to qualify for a grant, participating States must submit a Commercial Vehicle Safety Plan (CVSP). After the grant is awarded, States must submit inspection data and quarterly reports explaining work activities and accomplishments. The FMCSA monitors and evaluates a State's progress under its approved CVSP. The agency also determines whether a change in the State's level of effort is required to meet the intended objectives of the CVSP. If a State fails to operate within the guidelines of the approved CVSP or does not remedy any identified deficiencies or incompatibilities in a timely manner, the FMCSA may cease participation in that State's CVSP. This information collection provides the

basis for these responsibilities and decisions.

The quarterly report and inspection data are collected electronically. States continue to submit the CVSP in hard copy. The estimated annual burden for this collection has been significantly reduced due to increased use of information technology.

The FMCSA published the required notice offering a 60-day comment period on the ICR on November 1, 2000 (65 FR 65372). We received two comments, which are addressed in the supporting statement the agency submitted to OMB. Requests for information on the supporting statement should be directed to the Information Contact provided in this Notice.

Respondents: State and local MCSAP lead agencies.

Estimated Total Annual Burden: Grant application preparation: 848 hours; quarterly report preparation: 339 hours; inspection data upload: 7,333 hours. The above figures reflect 20 percent of the total estimated hours to perform the activities listed since MCSAP reimburses up to 80 percent of the eligible costs incurred in the administration of an approved plan as set forth in 49 CFR 350.303, 350.309 and 350.311.

Authority: The Paperwork Reduction Act of 1995, 44 U.S.C. chapter 35, as amended; and 49 CFR 1.73.

Issued on: May 31, 2001.

Stephen E. Barber,

Acting Deputy Administrator.

[FR Doc. 01-14238 Filed 6-5-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2001-9561]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of applications for exemption from the vision standard; request for comments.

SUMMARY: This notice announces the FMCSA's receipt of applications from 22 individuals for an exemption from the vision requirements in the Federal Motor Carrier Safety Regulations (FMCSRs). If granted, the exemptions will enable these individuals to qualify as drivers of commercial motor vehicles (CMVs) in interstate commerce without meeting the vision standard prescribed in 49 CFR 391.41(b)(10).

DATES: Comments must be received on or before July 6, 2001.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590, or submit electronically at <http://dmses.dot.gov/submit>. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically.

FOR FURTHER INFORMATION CONTACT: For information about the vision exemptions in this notice, Ms. Sandra Zywockarte, Office of Bus and Truck Standards and Operations, (202) 366-2987; for information about legal issues related to this notice, Ms. Elaine Walls, Office of the Chief Counsel, (202) 366-1394, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

You may see all the comments online through the Document Management System (DMS) at: <http://dmses.dot.gov/submit>.

Background

Twenty-two individuals have requested an exemption from the vision requirement in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce. Under 49 U.S.C. 31315 and 31136(e), the FMCSA may grant an exemption for a renewable 2-year period if it finds "such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption." Accordingly, the agency will evaluate the qualifications of each applicant to determine whether granting the exemptions will achieve the required level of safety.

Qualifications of Applicants

1. Roger D. Anderson

Mr. Anderson, 62, has amblyopia in his right eye. He has visual acuities of finger counting with his right eye, and 20/20 with his left eye. As the result of an examination in 2000, his optometrist concluded, "Mr. Anderson has been driving like this all of his life and I

believe he has sufficient vision to perform the driving tasks required to operate a commercial vehicle." Mr. Anderson reported that he has 45 years and 450,000 miles of experience operating straight trucks; 10 years and 200,000 miles of experience operating tractor-trailer combinations; and 2 years and 18,000 miles of experience operating buses. He holds a Class A CDL from Kansas, and there are no accidents and one conviction for a moving violation—Speeding—in a CMV on his driving record for the last 3 years. He exceeded the speed limit by 13 mph.

2. Joey E. Buice

Mr. Buice, age 30, has a prosthetic right eye due to an injury in 1981. He has uncorrected visual acuity of 20/10 in the left eye. Following an examination in 2001, his ophthalmologist stated, "In my professional opinion his vision is stable and he is capable of driving a commercial vehicle, such as a tractor-trailer without difficulty or risk." Mr. Buice reported that he has driven straight trucks for 6 years and has accumulated 60,000 miles. He holds a Class B CDL from Georgia, and his driving record for the last 3 years shows no accidents or convictions for moving violations in a CMV.

3. Ronald D. Danberry

Mr. Danberry, 43, has exotropia and amblyopia of the right eye. His corrected and uncorrected visual acuity is 20/60 in the right eye and 20/20 in the left eye. An optometrist who examined him in 2001 stated, "I certify, in my medical opinion, that Ronald has more than sufficient vision to operate a commercial vehicle safely." According to Mr. Danberry's application, he has 3½ years of experience driving straight trucks, totaling 52,000 miles; and 3½ years of experience driving tractor-trailers, totaling 122,000 miles. He holds a Minnesota Class A CDL and has had no accidents or moving violations in a CMV for the past 3 years.

4. Paul W. Dawson

Mr. Dawson, 51, has amblyopia in his left eye, which causes 20/200 best-corrected visual acuity in that eye. In his right eye, his best-corrected visual acuity is 20/20. His optometrist examined him in 2001 and stated, "Our opinion is that Paul has sufficient vision to perform the driving tasks required to operate a commercial vehicle. Indeed he has safely done so for over 20 years!" Mr. Dawson submitted that he has driven 1.9 million miles in tractor-trailer combination vehicles over 20 years. He holds a Class A CDL from