

distance of 90.69 feet, thence North 89 degrees 26 minutes 18 seconds West a distance of 11.00 feet; thence North 00 degrees 33 minutes 42 seconds East a distance of 198.39 feet; thence North 37 degrees 33 minutes 19 seconds West a distance of 72.17 feet to the southerly right of way line of North Avenue (Illinois Route 64); thence South 78 degrees 10 minutes 29 seconds East along said southerly right of way line a distance of 84.17 feet to the Point of Beginning.

Said part of Tract 8 as described lying within IDOT Parcel 1EA0006 contains +/- 12,974.3 square feet, +/- 0.298 Acres.

Parcel A-E—Subject Portion of Tract A (Legal Description)

That Part of Tract A lying within IDOT Parcel 1EA0006, described as follows.

That part of the Southwest Quarter of Section 29, Township 40 North, Range 9 East of the Third Principal Meridian, in DuPage County, State of Illinois, more particularly described as follows:

Commencing at the intersection of the South Right of Way line of North Avenue (Illinois Route 64) with the West Right of Way line of Powis Road per Document 95–67851; thence South 78 degrees 10 minutes 29 seconds East along the southerly extension of North Avenue (Illinois Route 64) a distance of 51.06 feet to the east line of the west half of the Southwest Quarter (SW ¼) of Section 29, Township 40 North, Range 9 East of the Third Principal Meridian; thence South 00 degrees 33 minutes 42 seconds West along said east line of the west half of the Southwest Quarter of Section 29 a distance of 758.35 feet to the south line of Right of Way Document 95–67851; thence North 89 degrees 28 minutes 49 seconds West a distance of 33.00 feet to the Point of Beginning; thence South 00 degree 33 minutes 42 seconds West a distance of 539.03 feet; thence west and north along and following IDOT Parcel 1EA0006, North 89 degrees 18 minutes 55 seconds West a distance of 35.00 feet; thence North 00 degree 33 minutes 42 seconds East a distance of 583.11 feet; thence North 89 degrees 18 minutes 55 seconds West a distance of 9.00 feet; thence North 00 degrees 33 minutes 42 seconds East a distance of 394.67 feet to the south line of Tract 8; thence South 80 degrees 06 minutes 09 East seconds along said south line a distance of 30.91 feet to the west line of Right of Way Document 95–67851; thence south and east along said right of way, South 01 degrees 13 minutes 52 seconds East a distance of 434.12 feet to the Point of Beginning.

Said Part of Tract A as described lying within IDOT Parcel 1EA0006 contains +/- 34,635.8 square feet, +/- 0.795 Acres.

Issued in Des Plaines, Illinois, on December 18, 2013.

James G. Keefer,

Manager, Chicago Airports District Office, Federal Aviation Administration, Great Lakes Region.

[FR Doc. 2013–31073 Filed 12–26–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Key West International Airport, Key West, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by Monroe County for the Key West International Airport under the provisions of the Aviation Safety and Noise Abatement Act and FAA's regulations are in compliance with applicable requirements.

DATES: This notice is effective December 19, 2013, and is applicable beginning December 19, 2013.

FOR FURTHER INFORMATION CONTACT: Allan Nagy, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive Citadel International Building, Suite 400, Orlando, FL 32822, 407–812–6331.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for the Key West International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) part 150, effective December 19, 2013. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (the Act), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by Monroe County. The documentation that constitutes the

“Noise Exposure Maps” as defined in Section 150.7 of 14 CFR part 150 includes: Table 4–1, 2013 FAA ATADS and Part 150 Aircraft Operations; Table 4–2, Flight Track Utilization by Aircraft Category for East Flow Operations; Table 4–3, Flight Track Utilization by Aircraft Category for West Flow Operations; Table 4–4, 2013 Air Carrier Flight Operations; Table 4–5, 2013 Commuter and Air Taxi Flight Operations; Table 4–6, 2013 Average Daily Engine Run-Up Operations; Table 4–7, 2013 General Aviation Flight Operations; Table 4–8, 2013 Military Aircraft Flight Operations; Table 4–9, Summary of 2013 Flight Operations; Table 4–10, 2013 Existing Condition Noise Exposure Estimates; Table 5–1, 2018 FAA TAF and Part 150 Aircraft Operations; Table 5–2, 2018 Air Carrier Flight Operations; Table 5–3, 2018 Commuter and Air Taxi Flight Operations; Table 5–4, 2018 Average Daily Engine Run-Up Operations; Table 5–5, 2018 General Aviation Flight Operations; Table 5–6, 2018 Military Aircraft Operations; Table 5–7, Summary of 2018 Flight Operations; Table 5–8, 2018 Future Condition Noise Exposure Estimates; Figure 1–5, Designated Aircraft Warm-Up Circle Location; Figure 2–1, General Study Area; Figure 2–2, Existing Generalized Land Use; Figure 2–3, Community and Recreational Facilities; Figure 2–4, City of Key West Future Land Use and Zoning Map; Figure 3–1, Key West Airspace; Figure 3–2, Key West All Weather Wind Rose; Figure 4–1, Radar Flight Tracks—Arrivals; Figure 4–2, Radar Flight Tracks—Departures; Figure 4–3, East Flow Flight Tracks; Figure 4–4, West Flow Flight Tracks; Figure 4–5, Touch and Go and Helicopter Flight Tracks; Figure 4–6, Aircraft Run-Up and Spool-Up Locations; Figure 4–8, 2013 Existing Condition Noise Exposure Map; Figure 4–9, Noise Monitoring Locations; Figure 5–1, 2018 Future Condition Noise Exposure Map; Figure 5–2, Comparison of Existing Condition and Future Condition Noise Exposure Maps; Figure 6–1, Airport Transmittal Letter; Figure 6–2, Sponsor's Certification.

The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on December 19, 2013.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination does not constitute approval of the airport operator's data, information or

plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR part 150 or through FAA's review of Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of 14 CFR part 150, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

- (1) Key West International Airport Administrative Office
- (2) Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Citadel International Building, Suite 400, Orlando, FL 32822

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, FL on December 19, 2013.

Bart Vernace,

Manager, Orlando Airports District Office, Federal Aviation Administration.

[FR Doc. 2013-31075 Filed 12-26-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2013-0193]

Qualification of Drivers; Exemption Applications; Diabetes Mellitus

AGENCY: Federal Motor Carrier Safety Administration (FMCSA).

ACTION: Notice of applications for exemption from the diabetes mellitus requirement; request for comments.

SUMMARY: FMCSA announces receipt of applications from 65 individuals for exemption from the prohibition against persons with insulin-treated diabetes mellitus (ITDM) operating commercial motor vehicles (CMVs) in interstate commerce. If granted, the exemptions would enable these individuals with ITDM to operate CMVs in interstate commerce.

DATES: Comments must be received on or before January 27, 2014.

ADDRESSES: You may submit comments bearing the Federal Docket Management System (FDMS) Docket No. FMCSA-2013-0193 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- *Hand Delivery:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.
- *Fax:* 1-202-493-2251.

Instructions: Each submission must include the Agency name and the docket numbers for this notice. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below for further information.

Docket: For access to the docket to read background documents or comments, go to <http://www.regulations.gov> at any time or Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Federal Docket Management System (FDMS) is available 24 hours each day,

365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: Anyone may search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's Privacy Act Statement for the Federal Docket Management System (FDMS) published in the **Federal Register** on January 17, 2008 (73 FR 3316).

FOR FURTHER INFORMATION CONTACT:

Elaine M. Papp, Chief, Medical Programs Division, (202) 366-4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the Federal Motor Carrier Safety Regulations for a 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." The statute also allows the Agency to renew exemptions at the end of the 2-year period. The 65 individuals listed in this notice have recently requested such an exemption from the diabetes prohibition in 49 CFR 391.41(b)(3), which applies to drivers of CMVs in interstate commerce. Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

Qualifications of Applicants

Bruce S. Allen

Mr. Allen, 52, has had ITDM since 2013. His endocrinologist examined him in 2013 and certified that he has had no severe hypoglycemic reactions resulting in loss of consciousness, requiring the assistance of another person, or resulting in impaired cognitive function that occurred without warning in the past 12 months and no recurrent (2 or more) severe hypoglycemic episodes in the last 5 years. His endocrinologist certifies that Mr. Allen understands diabetes management and monitoring,