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Estimated Total Annual Burden: 720 hours.

Issued in Washington, DC, on September 21, 2016.

Ronda Thompson,

FAA Information Collection Clearance Officer, Performance, Policy & Records Management Branch, ASP-110.

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BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Land Use Change and Release of Grant Assurance Restrictions at the Oceano County Airport, Oceano, San Luis Obispo County, California

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of a non-aeronautical land-use change.

SUMMARY: The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a land-use change for approximately .834 acres of airport property at Oceano County Airport, Oceano, California. The land use change will permit the release of the aeronautical use provision of the Grant Assurances that require it to serve an airport purpose since the land is not needed for aeronautical uses. The released land will be used for storm drainage improvements intended to enhance the existing drainage system in the southerly portion of the Oceano community adjacent to the east portion of the Oceano County Airport. The project will also reduce existing runoff on airport property as well as alleviate an existing drainage problem on Highway 1 at 13th Street. The fair market value will be paid for the land and thereby serve the interest of civil aviation.

DATES: Comments must be received on or before October 28, 2016

FOR FURTHER INFORMATION CONTACT: Comments on the request may be mailed or delivered to the FAA at the following address: Mr. James W. Lomen, Manager, Federal Aviation Administration, San Francisco Airports District Office, **Federal Register** Comment, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005. In addition, one copy of the comment submitted to the FAA must be mailed or delivered to Mr. Dave Flynn, Deputy Director of Public Works, County of San Luis Obispo, 1055

Monterey St., San Luis Obispo, CA 93408.

SUPPLEMENTARY INFORMATION: In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106-181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the Secretary may waive any condition imposed on a federally obligated airport by surplus property conveyance deeds or grant agreements.

The following is a brief overview of the request:

The County of San Luis Obispo, California requested a modification to the conditions in the Grant Assurances to permit the non-aeronautical use of .834 acres of land at Oceano County Airport for the construction, maintenance, and operation of a permanent concrete sedimentation basin that is to be constructed below grade and that will collect and control surface water runoff from Airport and off-airport property. The land subject to the release is part of a larger 6.3-acre parcel that is currently being used for recreational vehicle (RV) storage on a month-to-month agreement. Drainage collected in the basin will ultimately flow to Arroyo Grande Creek via an existing airport drainage basin lying westerly of and adjacent to the proposed concrete basin. The new storm drain system will be located in the east portion of the Airport and will enhance the existing drainage facilities that serve the Oceano community since most of the Airport lies within the 100-year flood plain. The project will reduce existing runoff on airport property and alleviate a drainage problem on Highway 1 at 13th Street. Fair market value will be paid for the property and rental revenue will continue to be collected for the portion of land (5.466 acres) that continues to be used for RV storage. As a result, this project will reduce storm water runoff, preserve the RV storage rental revenue, and serve the interest of civil aviation.

Issued in Brisbane, California, on September 15, 2016.

Arlene B. Draper,

Assistant Manager, San Francisco Airports District Office, Western-Pacific Region.

[FR Doc. 2016-23417 Filed 9-27-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Disposal of Aeronautical Property at Everett-Stewart Regional Airport, Union City, TN (UCY)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration is requesting public comment on a request by Obion County, to release three parcels of land (8.48 acres) at Everett-Stewart Regional Airport from federal obligations.

DATES: Comments must be received on or before October 28, 2016.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, Attn: Tommy L. Dupree, Assistant Manager, 2600 Thousand Oaks Boulevard, Suite 2250, Memphis, TN 38118.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Allen C. Gooch, Board Chairman, Everett-Stewart Regional Airport at the following address: 1489 Airport Road, Union City, TN 38261.

FOR FURTHER INFORMATION CONTACT:

Tommy L. Dupree, Assistant Manager, Federal Aviation Administration, Memphis Airports District Office, 2600 Thousand Oaks Boulevard, Suite 2250, Memphis, TN 38118-2482. The application may be reviewed in person at this same location, by appointment.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the request to release property for disposal at Everett-Stewart Regional Airport, 1489 Airport Road, Union City, TN 38261, under the provisions of 49 U.S.C. 47107(h)(2). The FAA determined that the request to release property at Everett-Stewart Regional Airport (UCY) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of these properties does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

This release will be retroactive for property conveyances from 1963, 2010, and 2014. The request consists of the following:

A 1.7 acre parcel was conveyed to the Poplar Meadows Country Club in 1963 to improve the golf course. This property is contiguous to the airport,

located south of the terminal area development and 750 feet west of Airport Road. This property is a part of the 749.94 acre parcel conveyed from the United States of America with obligations to Obion County in 1947.

A 5.84 acre parcel was conveyed to Obion County as right of way for Airport Road construction improvements in October 2010. This property is contiguous to the airport located approximately 400 feet south of Tennessee Highway 431 along Airport Road. This property is part of a 109.67 acre parcel conveyed from the United States of America with limited obligations to Obion County in 1947.

A 0.94 acre parcel was conveyed to Stanley Chapel Church for improvements in February 2014. This property is non-contiguous to the airport on Stanley Chapel Church Road located 800 feet west of Airport Road. This property is a part of a 109.67 acre parcel conveyed from the United States of America with limited obligations to Obion County in 1947.

This request will release these three properties from federal obligations. This action is taken under the provisions of 49 U.S.C. 47107(h)(2).

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Everett-Stewart Regional Airport.

Issued in Memphis, Tennessee, on September 19, 2016.

Tommy L. Dupree,

Assistant Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 2016-23425 Filed 9-27-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2016-0024]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to exempt 25 individuals from the vision requirement in the Federal Motor Carrier Safety Regulations (FMCSRs). They are unable to meet the vision requirement in one eye for various reasons. The exemptions will

enable these individuals to operate commercial motor vehicles (CMVs) in interstate commerce without meeting the prescribed vision requirement in one eye. The Agency has concluded that granting these exemptions will provide a level of safety that is equivalent to or greater than the level of safety maintained without the exemptions for these CMV drivers.

DATES: The exemptions were granted May 13, 2016. The exemptions expire on May 13, 2018.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, fmcamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-113, Washington, DC 20590-0001. Office hours are 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Docket Services, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Electronic Access

You may see all the comments online through the Federal Document Management System (FDMS) at <http://www.regulations.gov>.

Docket: For access to the docket to read background documents or comments, go to <http://www.regulations.gov> and/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.

Privacy Act: 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 www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

II. Background

On April 12, 2016, FMCSA published a notice of receipt of exemption applications from certain individuals, and requested comments from the public (81 FR 21655). That notice listed 25 applicants' case histories. The 25 individuals applied for exemptions from the vision requirement in 49 CFR 391.41(b)(10), for drivers who operate CMVs in interstate commerce.

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption 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. Accordingly, FMCSA has evaluated the 25 applications on their merits and made a determination to grant exemptions to each of them.

III. Vision and Driving Experience of the Applicants

The vision requirement in the FMCSRs provides:

A person is physically qualified to drive a commercial motor vehicle if that person has distant visual acuity of at least 20/40 (Snellen) in each eye without corrective lenses or visual acuity separately corrected to 20/40 (Snellen) or better with corrective lenses, distant binocular acuity of at least 20/40 (Snellen) in both eyes with or without corrective lenses, field of vision of at least 70° in the horizontal meridian in each eye, and the ability to recognize the colors of traffic signals and devices showing red, green, and amber (49 CFR 391.41(b)(10)).

FMCSA recognizes that some drivers do not meet the vision requirement but have adapted their driving to accommodate their limitation and demonstrated their ability to drive safely. The 25 exemption applicants listed in this notice are in this category. They are unable to meet the vision requirement in one eye for various reasons, including amblyopia, branch retinal vein occlusion, choroidal macular scar, complete loss of vision, corneal scar, exotropia, incomplete macular formation, ischemic optic neuropathy, macular degeneration, macular scar, morning glory syndrome, optic atrophy, refractive amblyopia, strabismic amblyopia, and a torn iris. In most cases, their eye conditions were not recently developed. Seventeen of the applicants either were born with their vision impairments or have had them since childhood.

The 8 individuals that sustained their vision conditions as adults have had them for a range of 4 to 31 years.

Although each applicant has one eye which does not meet the vision requirement in 49 CFR 391.41(b)(10), each has at least 20/40 corrected vision in the other eye, and in a doctor's opinion, has sufficient vision to perform all the tasks necessary to operate a CMV. Doctors' opinions are supported by the applicants' possession of valid commercial driver's licenses (CDLs) or non-CDLs to operate CMVs. Before issuing CDLs, States subject drivers to knowledge and skills tests designed to