His optometrist examined him in 2004 and certified, ''I believe he has sufficient vision to perform the driving tasks required to operate a commercial vehicle.'' Mr. Sanchez-Sanchez submitted that he has driven straight trucks for 16 years, accumulating 160,000 miles, and tractor-trailer combinations for 10 years, accumulating 130,000 miles. He holds a Class A CDL from Idaho. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

24. Boyd D. Stamey

Mr. Stamey, 43, has a macular scar in the left eye due to injury in 2001. His best-corrected visual acuity in the right eye is 20/20 and in the left, 20/50. Following an examination in 2004, his ophthalmologist certified, ''It is my opinion that you have very stable vision in the eye and indeed the left eye continues to improve. I see no reservation with your having a commercial driver's license. You should be able to perform with the restrictions you have with this left eye, in keeping with the slightly reduced vision.'' Mr. Stamey reported that he has driven tractor-trailer combinations for 10 years, accumulating 960,000 miles. He holds a Class A CDL from North Carolina. His driving record for the last 3 years shows one crash and no convictions for moving violations in a CMV. According to the police report, Mr. Stamey was stopped in traffic when his vehicle was struck on the side by another driver who was trying to avoid rear-ending a vehicle in front of him. Neither Mr. Stamey nor the driver of the vehicle which struck his was cited.

25. Scott C. Teich

Mr. Teich, 40, has had astigmatism in his left eye since childhood. His best-corrected visual acuity in the right eye is 20/20 and in the left, 20/60. Following an examination in 2004, his optometrist certified, ''In my opinion, Mr. Teich possesses sufficient vision to safely operate a commercial vehicle and perform the driving tasks that are required.'' Mr. Teich reported that he has driven tractor-trailer combinations for 10 years, accumulating 900,000 miles. He holds a Class A CDL from Minnesota. His driving record for the last 3 years shows no crashes and one conviction for a moving violation—speeding—in a CMV. He exceeded the speed limit by 5 mph.

26. Emerson J. Turner

Mr. Turner, 60, has a central vision deficit in his right eye due to trauma 15 years ago. His best-corrected visual acuity in the right eye is finger counting and in the left, 20/20. Following an examination in 2004, his optometrist certified, ''In my medical opinion, Mr. Turner appears to have sufficient vision to perform the driving tasks required to operate a commercial vehicle.'' Mr. Turner reported that he has driven tractor-trailer combinations for 3 years, accumulating 348,000 miles. He holds a Class A CDL from Texas. His driving record for the last 3 years shows no crashes and two convictions for moving violations in a CMV. The moving violations were ''failure to obey traffic control device'' and exceeding the speed limit by 15 mph.

27. Daniel E. Watkins

Mr. Watkins, 41, underwent a congenital cataract operation in his left eye in 1964. The visual acuity in his right eye is 20/20 and in the left, finger counting. His ophthalmologist examined him in 2004 and stated, ''It is my medical opinion that Mr. Watkins has sufficient vision to perform the driving tasks required to operate a commercial vehicle.'' Mr. Watkins reported that he has driven straight trucks and tractor-trailer combinations for 5 years, accumulating 625,000 miles in each. He holds a Class A CDL from Florida. His driving record for the last 3 years shows no crashes and one conviction for a moving violation—speeding—in a CMV. He exceeded the speed limit by 11 mph.

28. Dean E. Wheeler

Mr. Wheeler, 51, had a corneal transplant in his right eye prior to 1996. The best-corrected visual acuity in his right eye is 20/50 and in the left, 20/20. Following an examination in 2004, his optometrist certified, ''I feel in my medical opinion that Mr. Dean Wheeler has sufficient vision to perform the driving tasks required to operate a commercial vehicle.'' Mr. Wheeler reported that he has driven straight trucks for 5 years, accumulating 60,000 miles. He holds a Class ABCD CDL from Wisconsin. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

29. Michael C. Williams, Sr.

Mr. Williams, 36, lost the vision in his left eye due to an injury in 1992. His visual acuity in the right eye is 20/20. Following an examination in 2004, his optometrist noted, ''In summary, the eye health is normal and vision is clear and normal. There appears to be no concern or limit to his visual ability to drive in general or to drive commercially.'' Mr. Williams reported that he has driven straight trucks for 7 years, accumulating 350,000 miles, and tractor-trailer combinations for 9 years, accumulating 720,000 miles. He holds a Class A CDL from Texas. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

30. Louie E. Workman

Mr. Workman, 55, has amblyopia in his right eye. His best-corrected visual acuity in his right eye is 20/70 and in the left, 20/30. His ophthalmologist examined him in 2004 and noted, ''In my opinion, he has sufficient vision to perform the driving tasks required to operate a commercial vehicle.'' Mr. Workman submitted that he has driven straight trucks for 30 years, accumulating 1.5 million miles, and tractor-trailer combinations for 15 years, accumulating 75,000 miles. He holds a Class A CDL from Arkansas. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

Request for Comments

In accordance with 49 U.S.C. 31315 and 31136(e), the FMCSA requests public comment from all interested persons on the exemption petitions described in this notice. We will consider all comments received before the close of business on the closing date indicated earlier in the notice.

Issued on: March 31, 2005.

Rose A. McMurray,

Associate Administrator, Policy and Program Development.

[FR Doc. 05–6804 Filed 4–5–05; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Exemption Applications

AGENCY: Pipeline and Hazardous Safety Administration, DOT.

ACTION: Notice.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), PHMSA is publishing the following list of exemption applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: Delmer Billings, Office of Hazardous

Materials Exemptions and Approvals, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001, (202) 366–4535.

Key to ''Reason for Delay''

1. Awaiting additional information from applicant.
2. Extensive public comment under review.
3. Application is technically complex and is of significant impact or precedent-setting and requires extensive analysis.
4. Staff review delayed by other priority issues or volume of exemption applications.

Meaning of Applications Number Suffixes

N—New application.
M—Modification request.
X—Renewal.
PM—Party to application with modification request.

Issued in Washington, DC, on April 1, 2005.

R. Ryan Posten,

Exemptions Program Officer, Office of Hazardous Materials Safety Exemptions & Approvals.

NEW EXEMPTION APPLICATIONS

Application number	Applicant	Reason for delay	Estimated date of completion
13054–N	CHS Transportation, Mason City, IA	4	04–30–2005
13183–N	Becton Dickinson, Sandy, UT	4	04–30–2005
13188–N	General Dynamics, Lincoln, NE	3	04–30–2005
13281–N	The Dow Chemical Company, Midland, MI	4	04–30–2005
13309–N	OPW Engineered Systems, Lebanon, OH	4	04–30–2005
13295–N	Taylor-Wharton, Harrisburg, PA	1	04–30–2005
13266–N	Luxfer Gas Cylinders, Riverside, CA	1	04–30–2005
13422–N	Puritan Bennett, Plainfield, IN	3	04–30–2005
13314–N	Sunoco Inc., Philadelphia, PA	4	04–30–2005
13958–N	Department of Defense, Fort Eustis, VA	1	04–30–2005
13957–N	T.L.C.C.I., Inc., Franklin, TN	4	05–31–2005
13960–N	Terumo Heart, Inc., Ann Arbor, MI	4	05–31–2005
13858–N	U.S. Ecology Idaho, Inc. (USEI), Grand View, ID	1	04–30–2005
13776–N	MHF Logistical Solutions, Cranberry Twp., PA	4	04–30–2005
13636–N	Timberline Environmental Services, Cold Springs, CA	4	04–30–2005
13582–N	Linde Gas LLC (Linde), Independence, OH	4	04–30–2005
13563–N	Applied Companies, Valencia, CA	4	04–30–2005
13547–N	CP Industries, McKeesport, PA	4	04–30–2005
13346–N	Stand-By-Systems, Inc., Dallas, TX	1	04–30–2005
13347–N	ShipMate, Inc., Torrance, CA	4	04–30–2005
13341–N	National Propane Gas Association, Washington, DC	1	04–30–2005
13302–N	FIBA Technologies, Inc., Westboro, MA	4	04–30–2005

MODIFICATION TO EXEMPTIONS

Application number	Applicant	Reason for delay	Estimated date of completion
7277–M	Structural Composites Industries, Pomona, CA	3	04–30–2005
11241–M	Rohm and Haas Co., Philadelphia, PA	1	05–31–2005
11526–M	BOC Gases Americas, Murray Hill, NJ	4	05–31–2005
10319–M	Amtrol, Inc., West Warwick, RI	4	05–31–2005
12284–M	The American Traffic Safety Services Assn. (ATSSA), Fredericksburg, VA	1	04–30–2005
6263–M	Amtrol, Inc., West Warwick, RI	4	05–31–2005
11579–M	Dyno Nobel, Inc., Salt Lake City, UT	4	05–31–2005
10915–M	Luxfer Gas Cylinders (Composite Cylinder Division), Riverside,CA	1	05–31–2005
7280–M	Department of Defense, Ft. Eustis, VA	4	05–31–2005
10878–M	Tankcon FRP Inc., Boisbriand, Qc	1,3	05–31–2005
12022–M	Taylor-Wharton (Gas & Fluid Control Group), Harrisburg, PA	4	04–30–2005
10019–M	Structural Composites Industries, Pomona, CA	3	04–30–2005
8162–M	Structural Composites Industries, Pomona, CA	3	04–30–2005
8718–M	Structural Composites Industries, Pomona, CA	3	04–30–2005
9649–X	U.S. Department of Defense, Fort Eustis, VA	1	04–30–2005

[FR Doc. 05–6803 Filed 4–5–05; 8:45 am]
BILLING CODE 4910–60–M

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Pipeline Safety: Strapping Table Calibration for Pipeline Breakout Tank Operators

AGENCY: Office of Pipeline Safety (OPS), Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice; issuance of advisory bulletin.

SUMMARY: This advisory notice alerts pipeline operators of all hazardous liquid pipeline facility systems about the need to validate the accuracy of breakout tank strapping tables. Under certain circumstances, strapping table errors can potentially lead to dangerous conditions.

FOR FURTHER INFORMATION CONTACT: Joy Kadnar by phone at (202) 366–0568, by fax at (202) 366–4566, or by e-mail, *joy.kadnar@dot.gov.* General information about the Pipeline and Hazardous Materials Safety Administration's Office of Pipeline Safety (OPS) programs may be obtained by accessing the home page at *http://ops.dot.gov.*

SUPPLEMENTARY INFORMATION:

I. Background

A breakout tank exploded and subsequently ignited in Glenpool, Oklahoma on April 7, 2003. The accident involved an 80,000-barrel breakout tank that exploded and burned as it was being filled with diesel. The resulting fire burned for over 20 hours and damaged two other nearby breakout tanks. While there were no injuries or fatalities, the cost of the accident exceeded two million dollars, residents adjacent to the accident site were evacuated, and area schools were closed for two days.

The National Transportation Safety Board (NTSB) conducted an investigation into the accident and subsequently published a Pipeline Accident Report titled ''Storage Tank Explosion and Fire in Glenpool, Oklahoma.'' In its findings adopted on October 13, 2004, the NTSB issued a recommendation to OPS to issue an advisory bulletin to liquid pipeline operators to validate the accuracy of their tank strapping tables.

The breakout tank that exploded contained an internal floating roof system equipped with pontoons that float on top of the product at a certain level. The tank also had legs that supported the roof whenever the product was drained and the volume of liquid in the tank decreased to the level at which the roof no longer floated. Additionally, the tank had two Supervisory Control and Data Acquisition System (SCADA) alarms to alert controllers when the volume was nearing the level at which the roof would no longer float. The alarm set points were based on the landed height of the floating roof assumed in the operator's strapping table.

NTSB determined that based on the height measurement of the floating roof documented on the construction inspection report, and based on measurements investigators made after the accident, the strapping table was incorrect. Specifically, the distance from the bottom of the pontoon to the datum plate was found to be higher than indicated on the pre-accident strapping table. The surface of the charged diesel was within approximately two inches of the pontoons at the time of the explosion. This, according to NTSB, is the most likely time for a static discharge to occur. Based on this finding, as well as other contributing factors, the NTSB determined that an incorrect measurement on the strapping table contributed to the cause(s) of the accident.

II. Advisory Bulletin ADB–05–02

To: Owners and Operators of All Pipeline Facilities Who Rely on Strapping Tables to Determine Volume Based on Measured Height For Product Level.

Subject: Validation of Strapping Tables to Reduce the Likelihood of Errors That May Lead to Dangerous Conditions in Breakout Tanks.

Purpose: To advise owners and operators of all hazardous liquid pipeline facilities about the need to validate strapping tables.

Advisory: Strapping Tables are commonly used to determine the commodity volume based on product level within breakout tanks. If the strapping table is incorrect, operators may expose themselves and the community to unnecessary risks.

OPS seeks to advise operators that they should review and, if necessary, revise their breakout tank operating procedures to minimize risk. The strapping tables should be validated to reduce the potential for errors that may lead to dangerous conditions, such as static discharge inside a tank after a floating roof has been either intentionally or unintentionally landed. Pipeline operators, therefore, may need to adjust the measurements on their strapping tables to ensure accuracy.

Issued in Washington, DC, on March 18, 2005.

Theodore L. Willke,

Deputy Associate Administrator for Pipeline Safety.

[FR Doc. 05–6729 Filed 4–5–05; 8:45 am]
BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. RSPA–04–19914; Notice 1]

Pipeline Safety: Petition for Waiver; Enstar Natural Gas Company

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), U.S. Department of Transportation (DOT).

ACTION: Notice; Petition for Waiver.

SUMMARY: Enstar Natural Gas Company (Enstar) has petitioned the Office of Pipeline Safety (OPS) for a waiver of the pipeline safety regulation that prohibits tracer wire from being wrapped around the pipe.

DATES: Persons interested in submitting written comments on the waiver request described in this Notice must do so by May 6, 2005. Late filed comments will be considered so far as practicable.

ADDRESSES: You may submit written comments by mailing or delivering an original and two copies to the Dockets Facility, U.S. Department of Transportation, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590–0001. The Dockets Facility is open from 10 a.m. to 5 p.m., Monday through Friday, except on Federal holidays when the facility is closed. Alternatively, you may submit written comments to the docket electronically at the following Web address: *http://dms.dot.gov.*

All written comments should identify the docket and notice numbers stated in the heading of this notice. Anyone who wants confirmation of mailed comments must include a self-addressed stamped postcard. To file written comments electronically, after logging on to *http://dms.dot.gov,* click on ''Comment/Submissions.'' You can also read comments and other material in the docket. General information about the Federal pipeline safety program is available at *http://ops.dot.gov.*

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the