The FAA has determined that these 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 5–3, 2018 General Aviation Flight Operations; Figure 5–4, 2018 Military Aircraft Operations; Figure 6–1, Airport Transmittal Letter; Figure 6–2, Sponsor's Certification.
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.


• 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 31135, 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.