DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Research, Engineering and Development Advisory Committee

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of meeting.

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Public Law 92–463; U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development (R,E&D) Advisory Committee.

Name: Research, Engineering & Development Advisory Committee.

Time and Date: June 8, 2004—8:30 a.m. to 4:30 p.m.

Place: Federal Aviation Administration, 800 Independence Avenue, SW.,—Bessie Coleman Room, Washington, DC 20591.

Purpose: On June 8 from 8:30 a.m. to 4:30 p.m. the meeting agenda will include receiving from the Committee guidance for FAA's research and development investments in the areas of air traffic services, airports, aircraft safety, human factors and environment and energy.

Attendance is open to the interested public but seating is limited. Persons wishing to attend the meeting or obtain information should contact Gloria Dunderman at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591 (202) 267–8937 or *gloria.dundeman@faa.gov.*

Members of the public may present a written statement to the Committee at any time.

Issued in Washington, DC, on May 10, 2004.

Joan Bauerlein,

Director of Operations Planning Research & Development.

[FR Doc. 04–11001 Filed 5–13–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 04–10–U–00–CRW To Use the Revenue From a Passenger Facility Charge (PFC) at Yeager Airport, Charleston, WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Yeager Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101–508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before June 14, 2004.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Beckley Airports District Office, 176 Airport Circle, Room 101, Beaver, West Virginia 25813.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Richard Atkinson, Director of Aviation of the Central West Virginia Regional Airport Authority at the following address: 100 Airport Road, Suite 175, Charleston, West Virginia 25311–1080.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Central West Virginia Regional Airport Authority under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Larry F. Clark, Manager, Airports District Office, 176 Airport Circle, Room 101, Beaver, West Virginia 25813, (304) 252–6216. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Yeager Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101–508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On May 3, 2004, the FAA determined that the application to use the revenue from a PFC submitted by Central West Virginia Regional Airport Authority was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no longer than August 6, 2004.

The following is a brief overview of the application.

PFC Application No.: 04–10–U–00–CRW.

Level of the proposed PFC: $4.50.

Proposed charge effective date: August 1, 2002.

Proposed charge expiration date: April 1, 2003.

Total estimated PFC revenue: $912,000.

Brief description of proposed project:

—Taxiway A Relocation

Class or classes of air carriers which the public agency has requested not be required to collect PFCs:

—Under FAR Part 135—Charter Operators for hire to the general public

—Under FAR Part 121—Unscheduled Charter Operators for hire to the general public

—Non-signatory and non-scheduled Air Carriers

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional airports office located at: 1 Aviation Plaza, Airports Division, AEA–610, Jamaica, New York 11434.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Central West Virginia Regional Airport Authority.

Issued in Beckley, West Virginia, on May 3, 2003.

Larry F. Clark,

Manager, Beckley ADO, Eastern Region.

[FR Doc. 04–11000 Filed 5–13–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket Nos. FMCSA–99–6156, FMCSA–99–6480, FMCSA–2001–10578, FMCSA–2002–11714]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of renewal of exemption; request for comments.

SUMMARY: This notice publishes the FMCSA decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 13 individuals. The FMCSA has statutory authority to exempt individuals from vision standards if the exemptions granted will not compromise safety. The agency has concluded that granting these exemptions will provide a level of safety that will be equivalent to, or greater than, the level of safety maintained without the exemptions for these commercial motor vehicle (CMV) drivers.

DATES: This decision is effective June 3, 2004. Comments from interested persons should be submitted by June 14, 2004.

ADDRESSES: You may submit comments identified by DOT DMS Docket Numbers FMCSA–99–6156, FMCSA–

99–6480, FMCSA–2001–10578, and FMCSA–2002–11714 by any of the following methods:

- *Web site: http://dms.dot.gov.* Follow the instructions for submitting comments on the DOT electronic docket site.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.
- *Hand Delivery:* Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.
- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov.* Follow the on-line instructions for submitting comments.

Instructions: All submissions must include the agency name and docket numbers for this notice. For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to *http://dms.dot.gov,* including any personal information provided. Please see the Privacy Act heading under Regulatory Notices.

Docket: For access to the docket to read background documents or comments received, go to *http://dms.dot.gov* at any time or to Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra Zywokarte, Office of Bus and Truck Standards and Operations, (202) 366–2987, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Public Participation: The DMS is available 24 hours each day, 365 days each year. You can get electronic submission and retrieval help guidelines under the ''help'' section of the DMS Web site. If you want us to notify you 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 is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit *http://dms.dot.gov.*

Exemption Decision

Under 49 U.S.C. 31315 and 31136(e), the FMCSA may renew an exemption from the vision requirement in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce, 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 procedures for requesting an exemption (including renewals) are set out in 49 CFR Part 381. This notice addresses 13 individuals who have requested renewal of their exemptions in a timely manner. The FMCSA has evaluated these 13 applications for renewal on their merits and decided to extend each exemption for a renewable 2-year period. They are:

Ronnie F. Bowman
Trixie L. Brown
Thomas L. Corey
Dennis E. Krone
James F. Laverdure
Christopher P. Lefler
Robert P. Martinez
Keith G. McCully
Richard J. McKenzie, Jr.
Bobby G. Minton
Kenneth R. Piechnik
Melvin B. Shumaker
David E. Steinke

These exemptions are extended subject to the following conditions: (1) That each individual have a physical exam every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the standard in 49 CFR 391.41(b)(10), and (b) by a medical examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (3) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file and retain a copy of the certification on his/her person while driving for presentation to a duly authorized Federal, State, or local enforcement official. Each exemption will be valid for 2 years unless rescinded earlier by the FMCSA. The exemption will be rescinded if: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31315 and 31136(e).

Basis for Renewing Exemptions

Under 49 U.S.C. 31315(b)(1), an exemption may be granted for no longer than 2 years from its approval date and may be renewed upon application for additional 2-year periods. In accordance with 49 U.S.C. 31315 and 31136(e), each of the 13 applicants has satisfied the entry conditions for obtaining an exemption from the vision requirements (64 FR 54948, 65 FR 159, 67 FR 17102, 64 FR 68195, 65 FR 20251, 67 FR 38311, 66 FR 53826, 66 FR 66966, 67 FR 15662, 67 FR 37907). Each of these 13 applicants has requested timely renewal of the exemption and has submitted evidence showing that the vision in the better eye continues to meet the standard specified at 49 CFR 391.41(b)(10) and that the vision impairment is stable. In addition, a review of each record of safety while driving with the respective vision deficiencies over the past 2 years indicates each applicant continues to meet the vision exemption standards. These factors provide an adequate basis for predicting each driver's ability to continue to drive safely in interstate commerce. Therefore, the FMCSA concludes that extending the exemption for each renewal applicant for a period of 2 years is likely to achieve a level of safety equal to that existing without the exemption.

Comments

The FMCSA will review comments received at any time concerning a particular driver's safety record and determine if the continuation of the exemption is consistent with the requirements at 49 U.S.C. 31315 and 31136(e). However, the FMCSA requests that interested parties with specific data concerning the safety records of these drivers submit comments by June 14, 2004.

In the past the FMCSA has received comments from Advocates for Highway and Auto Safety (Advocates) expressing continued opposition to the FMCSA's procedures for renewing exemptions from the vision requirement in 49 CFR 391.41(b)(10). Specifically, Advocates

objects to the agency's extension of the exemptions without any opportunity for public comment prior to the decision to renew, and reliance on a summary statement of evidence to make its decision to extend the exemption of each driver.

The issues raised by Advocates were addressed at length in 66 FR 17994 (April 4, 2001). The FMCSA continues to find its exemption process appropriate to the statutory and regulatory requirements.

Issued on: May 10, 2004.

Rose A. McMurray,

Associate Administrator, Policy and Program Development.

[FR Doc. 04–11004 Filed 5–13–04; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Finance Docket No. 34075]

Six County Association of Governments—Construction and Operation Exemption—Rail Line between Levan and Salina, UT

AGENCIES: Lead: Surface Transportation Board. Cooperating: U.S.D.I. Bureau of Land Management, DOT.

ACTION: Notice of availability of final scope of analysis for the Environmental Impact Statement (EIS).

SUMMARY: On July 30, 2001, the Six County Association of Governments (SCAOG), a regional association representing Juab, Millard, Sevier, Sanpete, Piute, and Wayne Counties in central Utah, filed a Petition for Exemption with the Surface Transportation Board (Board) pursuant to 49 U.S.C. 10502 for authority to construct and operate a new rail line between Levan and Salina, Utah. The Proposed Action, also referred to as the Central Utah Rail Project (CURP), would involve about 43 miles of new rail line and related facilities to serve shippers in central Utah, particularly the coal operations of the Southern Utah Fuels Company (SUFCO). Because constructing and operating this Proposed Action appears to have some potential to cause significant environmental impacts, the Board's Section of Environmental Analysis (SEA) has determined that preparing an Environmental Impact Statement (EIS) is appropriate.

To help determine the scope of the EIS, and as required by the Board's regulations at 49 CFR 1105.10(a), SEA published the Notice of Intent to prepare an EIS in the **Federal Register** on September 30, 2003, and served it on interested members of the public. On October 22 and 23, 2003, SEA held public scoping meetings in Salina and Gunnison, Utah, as part of the EIS scoping process as discussed in the Notice of Scoping Meetings and Request for Comments published by the Board on October 20, 2003.

Based on input received during the scoping process, SEA developed a Draft Scope for the EIS. On December 24, 2003, SEA published the Notice of Availability of Draft Scope for the EIS and Request for Comments in the **Federal Register** and made it available to the public. The scoping comment period concluded on January 26, 2004. After reviewing and considering all comments received, this notice sets forth the Final Scope of the EIS.

The Final Scope, which can be found at the end of this document, incorporates the provisions from the Draft Scope as appropriate, and includes changes made to the Draft Scope as a result of the comments. The Final Scope also summarizes and addresses the principal environmental concerns raised by the comments.

During the scoping comment period, SEA invited the U.S. Department of the Interior, Bureau of Land Management (BLM) to participate as a cooperating agency in the preparation of the EIS because the Proposed Action could affect lands administered by BLM. In a letter to the Board dated January 21, 2004, BLM accepted SEA's invitation to participate as a cooperating agency on this Proposed Action. Future references in this document to SEA include BLM.

In addition to issuing the Final Scope of the EIS, SEA is providing a 30-day comment period for interested parties to submit comments on a new proposed alternative. The new proposed alternative will be referred to as Alternative C. Citizens attending scoping meetings on October 22 and 23, 2003, proposed Alternative C as a modification to applicant's proposed alignment. SEA is seeking public comment on Alternative C in order to ensure public input in the assessment of the potential feasibility of this proposed alternative. Alternative C is discussed in detail in the supplementary information provided below. SEA will prepare a Draft EIS (DEIS) for the Proposed Action. The 30-day comment period on Alternative C is in addition to the comment period that will be provided on all aspects of the DEIS when that document is made available to the public.

Filing Environmental Comments on Alternative C: Interested persons and agencies are invited to comment on Alternative C. Written comments are due on June 14, 2004. A signed original and one copy of comments should be submitted to Surface Transportation Board, Case Control Unit, STB Finance Docket No. 34075, 1925 K Street, NW., Washington, DC 20423–001. Mark in the lower left corner of the envelope: Attention: Phillis Johnson-Ball, Environmental Filing.

FOR FURTHER INFORMATION, CONTACT: Ms. Phillis Johnson-Ball, SEA Project Manager, Section of Environmental Analysis, Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001. Ms. Johnson-Ball may also be reached at (202) 565–1530 (Hearing Impaired 1–800–877–8339) or e-mail: *johnson-ballp@stb.dot.gov.* The Web site for the Surface Transportation Board is *www.stb.dot.gov.*

Ms. Nancy DeMille, BLM Project Manager, Realty Specialist, Richfield Field Office, Bureau of Land Management, 150 East 900 North, Richfield, UT 84701. Ms. DeMille may also be reached at (435) 896–1515 or e-mail: *Nancy_Demille@ut.blm.gov.*

The Final Scope is available for review at the following locations: Salina Public Library, 90 W. Main Street, Salina, UT 84654–1353, Gunnison Public Library, 38 W. Center Street, Gunnison, UT 84634.

SUPPLEMENTARY INFORMATION:

Background

The Proposed Action, known as the CURP, would involve about 43 miles of new rail line and related facilities to serve shippers in central Utah, particularly the coal operations of the SUFCO. SCAOG would operate on average one to two loaded trains per day comprising 100 to 110 rail cars each, totaling approximately 42,000 to 44,000 loaded rail cars per year. SCAOG plans to transport coal as its principal commodity. Depending on the success of marketing the new rail service, other miscellaneous commodities could be transported. None of these commodities are expected to be hazardous.

The purpose of the Proposed Action, as set forth by SCAOG in its petition filed with Board, is to access a number of industries, primarily coal mines owned by SUFCO located 30 miles east of Salina. Due to an absence of rail access, these industries currently move all goods by truck. SCAOG believes that the Proposed Action would reduce the number of coal trucks using portions of five highways: I–70, SR–50, I–15, SR–28 and SR–10. Most segments of these roads currently carry 750 trucks per day, with 1500 trucks passing through downtown Salina each day at a rate of