accounts for less than 1 percent of the total annual enplanments at West Yellowstone Regional Airport.

**Brief Description of Projects Approved for Collection and Use:**
- Rehabilitate apron.
- Rehabilitate runway 01/19.
- Improve terminal building.
- Acquire handicap passenger lift device.
- Rehabilitate runway 01/19—phase 2.
- Install runway vertical/visual guidance system.
- Acquire aircraft rescue and firefighting vehicle.
- Install perimeter fencing.

**AMENDMENTS TO PFC APPROVALS**

<table>
<thead>
<tr>
<th>Amendment No., city, state</th>
<th>Amendment approved date</th>
<th>Original approved net PFC revenue</th>
<th>Amended approved net PFC revenue</th>
<th>Original estimated charge exp. date</th>
<th>Amended estimated charge exp. date</th>
</tr>
</thead>
<tbody>
<tr>
<td>01–01–C–03–LCH Lake Charles, LA</td>
<td>04/06/11</td>
<td>$1,377,234</td>
<td>$1,877,234</td>
<td>10/01/09</td>
<td>10/01/11</td>
</tr>
<tr>
<td>01–04–C–01–EUG Eugene, OR</td>
<td>04/06/11</td>
<td>3,155,267</td>
<td>2,812,313</td>
<td>01/01/04</td>
<td>01/01/04</td>
</tr>
<tr>
<td>08–04–O–01–MFE McAllen, TX*</td>
<td>04/11/11</td>
<td>3,460,375</td>
<td>3,460,375</td>
<td>10/01/13</td>
<td>06/01/13</td>
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<tr>
<td>03–03–O–01–SBN South Bend, IN*</td>
<td>04/15/11</td>
<td>23,898,229</td>
<td>23,898,229</td>
<td>10/01/21</td>
<td>10/01/21</td>
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<tr>
<td>06–07–C–02–GJT Grand Junction, CO</td>
<td>04/18/11</td>
<td>8,330,000</td>
<td>15,857,760</td>
<td>08/01/23</td>
<td>01/01/24</td>
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<td>01–04–C–01–CIC Chico, CA</td>
<td>04/21/11</td>
<td>536,747</td>
<td>468,782</td>
<td>12/01/09</td>
<td>12/01/09</td>
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<tr>
<td>01–03–C–02–GTF Great Falls, MT</td>
<td>04/21/11</td>
<td>8,501,340</td>
<td>8,826,161</td>
<td>09/01/18</td>
<td>08/01/18</td>
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<tr>
<td>04–05–C–01–ASE Aspen, CO</td>
<td>04/22/11</td>
<td>2,274,162</td>
<td>2,286,161</td>
<td>06/01/09</td>
<td>11/01/09</td>
</tr>
</tbody>
</table>

**Notes:** The amendments denoted by an asterisk (*) include a change to the PFC level charged from $3.00 per enplaned passenger to $4.50 per enplaned passenger. For McAllen, TX, this change is effective on June 1, 2011. For South Bend, IN, this change is effective on July 1, 2011.

Issued in Washington, DC, on May 5, 2011.

**Joe Hebert,**
Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. 2011–11572 Filed 5–12–11; 8:45 am]

**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION**

Federal Aviation Administration

**Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Monthly Notice of PFC Approvals and Disapprovals. In March 2011, there were four applications approved. This notice also includes information on three applications, approved in February 2011, inadvertently left off the February 2011 notice. Additionally, five approved amendments to previously approved applications are listed.

**SUMMARY:** The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of § 158.29.

**PFC Applications Approved**

**Public Agency:** Texarkana Airport Authority, Texarkana, Arkansas.
**Application Number:** 11–07–C–00–TXX.
**Application Type:** Impose and use a PFC.
**PFC Level:** $4.50.
**Total PFC Revenue Approved in This Decision:** $850,066.
**Earliest Charge Effective Date:** August 1, 2011.
**Estimated Charge Expiration Date:** September 1, 2018.

**Class of Air Carriers Not Required To Collect PFCs:** Air taxi/commercial operators filing FAA Form 1800–31.

**Determination:** Approved. Based on information contained in the public agency’s application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanments at Texarkana Regional Airport.

**Brief Description of Projects Approved for Collection and Use:**
- Design/construct passenger terminal and land/airside.
- PFC application development.

**Decision Date:** February 24, 2011.

**FOR FURTHER INFORMATION CONTACT:**
- Paul Burns, Arkansas/Oklahoma Airports Development Office, (817) 222–5648.
- Public Agency: Salt Lake City Corporation, Salt Lake City, Utah.
**Application Number:** 10–12–C–00–SLC.
**Application Type:** Impose and use a PFC.
**PFC Level:** $4.50.
**Total PFC Revenue Approved in This Decision:** $70,253,000.
**Earliest Charge Effective Date:** June 1, 2011.

**Estimated Charge Expiration Date:** March 1, 2013.

**Class of Air Carriers Not Required To Collect PFCs:** Air taxi/commercial operators filing or required to file FAA Form 1800–31.

**Determination:** Approved. Based on information contained in the public agency’s application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanments at Salt Lake City International Airport (SLC).

**Brief Description of Projects Approved for Collection at SLC and Use at SLC at a $4.50 PFC Level:**
- Runway 16L/34R pavement rehabilitation.
- Concourse B—additional boarding bridges.
- North cargo area.
- Concourse and terminal improvements.

**Brief Description of Projects Approved for Collection at SLC and Use at SLC at a $3.00 PFC Level:**
- Snow equipment storage facility.
- Concourse B—vertical circulation improvement.
- Egress doors improvements.
- Deicing and snow control tanks.

**Brief Description of Project Approved for Collection at SLC and Use at Bolider Field-Toole Valley Airport (TVY) at a $3.00 PFC Level: Land acquisition-TVY easements.**

**Brief Description of Disapproved Projects: Purchase of wetlands credits.**
**Determination:** The maintenance of replacement wetlands is not PFC eligible.

Joint seal runway 16R34L.
Joint seal runway 16R/34L—taxiways A and B.
Determination: Routine pavement maintenance is not PFC eligible.
3700 West (UTA) fiber infrastructure and improvement.

Determination: The public agency failed to provide information indicating that this project provided a benefit to the airport. Therefore, it does not meet the requirements of §158.15(a).

Decision Date: February 25, 2011.

FOR FURTHER INFORMATION CONTACT:

Application Number: 11–07–C–00–PUW.
Application Type: Impose and use a PFC.
PFC Level: $4.50.
Total PFC Revenue Approved in This Decision: $101,950.
Earliest Charge Effective Date: January 1, 2013.
Estimated Charge Expiration Date: November 1, 2013.

Class of Air Carriers Not Required To Collect PFCs: Non-scheduled air taxi/commercial operators filing FAA Form 1800–31.

Determination: Approved. Based on information contained in the public agency’s application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Pullman-Moscow Regional Airport.

Brief Description of Projects Approved for Collection and Use:
Airport drainage improvements.
Procurement of aircraft rescue and firefighting vehicle.
Land acquisition.
Security enhancements.
Rehabilitate aircraft rescue and firefighting building.
PFC administration.

Decision Date: February 28, 2011.

FOR FURTHER INFORMATION CONTACT:
Karen Miles, Seattle Airports District Office, (425) 227–2661.
Public Agency: City of Long Beach, California.

Application Number: 11–06–U–00–LGB.
Application Type: Use PFC revenue.
PFC Level: $4.50.
Total PFC Revenue Approved for Use in This Decision: $86,532,700.
Earliest Charge Effective Date: November 1, 2015.

Estimated Charge Expiration Date: March 1, 2029.

Class of Air Carriers Not Required To Collect PFCs: No change from previous decision.

Brief Description of Project Approved for Use: Terminal area improvements.

Decision Date: March 1, 2011.

FOR FURTHER INFORMATION CONTACT:
Darlene Williams, Los Angeles Airports District Office, (310) 725–3625.
Public Agency: City of Brownsville, Texas.

Application Number: 11–06–C–00–BRO.
Application Type: Impose and use a PFC.
PFC Level: $4.50.
Total PFC Revenue Approved in This Decision: $313,236.
Earliest Charge Effective Date: April 1, 2020.
Estimated Charge Expiration Date: April 1, 2021.

Class of Air Carriers Not Required To Collect PFCs: None.

Brief Description of Projects Approved for Collection and Use:
Rehabilitate taxiway E.
Rehabilitate runway lighting 13R/31L.
Apron lighting.
Perimeter fencing.
Airport drainage improvements.
Airfield guidance signs.
Miscellaneous terminal plan study.
Wildlife hazard assessments.
Taxiway B rehabilitation design.
Displace runway 17/35.
PFC application and administration fees.

Brief Description of Disapproved Project: Install airport beacons.

Determination: This project does not meet the requirements of §158.25(c). The environmental review for the project is not complete.

Decision Date: March 3, 2011.

FOR FURTHER INFORMATION CONTACT:
Sarah Conner, Texas Airports Development Office, (817) 222–5682.
Public Agency: City of Cleveland, Ohio.

Application Number: 11–11–C–00–CLE.
Application Type: Impose and use a PFC.
PFC Level: $4.50.
Total PFC Revenue Approved in This Decision: $36,577,300.
Earliest Charge Effective Date: July 1, 2019.
Estimated Charge Expiration Date: February 1, 2021.

Class of Air Carriers Not Required To Collect PFCs: Nonscheduled/on-demand air carriers filing FAA Form 1800–31.

Determination: Approved. Based on information contained in the public agency’s application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Cleveland Hopkins International Airport.

Brief Description of Projects Approved for Collection and Use at a $3.00 PFC Level:

Doan Brook restoration.
Deicing environmental upgrades.
Main terminal roof replacement.
Main terminal boiler replacement.
Roadway expansion joint repair/replacement.
Airport-wide flight information display system/baggage information display system and signage replacement.
Airport-wide in-line baggage system design.
Airport master plan update.

Brief Description of Project Partially Approved for Collection and Use at a $3.00 PFC Level: Main substation (MS1 and MS2) redundant electrical power feed and emergency generators.

Determination: The MS1 upgrade is only eligible to the extent it serves eligible facilities and the FAA determined that not all facilities served were eligible. Further, the FAA determined that the backup generators were not eligible.

Brief Description of Disapproved Project: Information technology network infrastructure upgrades.

Determination: The FAA determined that this project did not meet the requirements of §158.15(b).

Decision Date: March 11, 2011.

FOR FURTHER INFORMATION CONTACT:
Irene Porter, Detroit Airports District Office, (734) 229–2915.
Public Agency: City of Savannah and Savannah Airport Commission, Savannah, Georgia.

Application Number: 10–08–C–00–SAV.
Application Type: Impose and use a PFC.
PFC Level: $4.50.
Total PFC Revenue Approved in This Decision: $4,066,265.
Earliest Charge Effective Date: January 1, 2015.
Estimated Charge Expiration Date: April 1, 2016.

Class of Air Carriers Not Required To Collect PFCs: Air taxi/commercial operators filing FAA Form 1800–31.

Determination: Approved. Based on information contained in the public agency’s application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Savannah/Hilton Head International Airport.
Federal Motor Carrier Safety Administration

[DOCKET NO. FMCSA–2011–0024]

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 16 individuals from the vision requirement in the Federal Motor Carrier Safety Regulations (FMCSRs). The exemptions will enable these individuals to operate commercial motor vehicles (CMVs) in interstate commerce without meeting the prescribed vision standard. 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 are effective May 13, 2011. The exemptions expire on May 13, 2013.

FOR FURTHER INFORMATION CONTACT: Dr. Mary D. Gunnels, Director, Medical Programs, (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:

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 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 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 FDMS published in the Federal Register on January 17, 2008 (73 FR 3316), or you may visit http://edocket.access.gpo.gov/2008/pdf/E8–785.pdf.

Background
On March 29, 2011, FMCSA published a notice of receipt of exemption applications from certain individuals, and requested comments from the public (76 FR 17481). That notice listed 16 applicants’ case histories. The 16 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