

estimated that total annual burden on respondents at 650,000 hours. In 2007, the Department received 45,840 electronic filings, with an estimated annual burden of 229,200 burden hours. This reflected the fact that fewer markets were subject to filing requirements, but the reduction was tempered somewhat by a higher frequency of filings in markets still subject to filing. Considering these offsetting factors, we anticipate a modest further reduction of burden in the future.

Respondents: The vast majority of the air carriers filing international tariffs are large operators with revenues in excess of several million dollars each year. Small air carriers operating aircraft with 60 seats or less and 18,000 pounds payload or less that offer on-demand air-taxi service are not required to file such tariffs.

Respondents: The vast majority of the air carriers filing international tariffs are large operators with revenues in excess of several million dollars each year. Small air carriers operating aircraft with 60 seats or less and 18,000 pounds payload or less that offer on-demand air-taxi service are not required to file such tariffs.

Frequency: The information will be collected annually.

Number of Respondents: 148.

Number of Responses: 46,000.

Total Annual Burden: 230,000 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) whether the proposed collection of information is necessary for the Department's performance; (b) the accuracy of the estimated burden; (c) ways for the Department to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued in Washington, DC, on February 2, 2012.

John Kiser,

*Chief, Pricing & Multilateral Affairs Division,
Office of Secretary of Transportation.*

[FR Doc. 2012-2818 Filed 2-9-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Release of Aeronautical Property at New Castle Airport (ILG), New Castle, DE

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Request for public comment.

SUMMARY: The Federal Aviation Administration (FAA) is requesting public comment on the Delaware River and Bay Authority's (DRBA) request to grant the Delaware Department of Transportation a permanent easement on 2.424 +/- acres of airport property along portions of Old Churchman's Road bordering a portion of the Airport property perimeter for roadway improvements. The 2.424 +/- acres land covered by the proposed easement will no longer be dedicated for aviation use by the New Castle Airport.

The DRBA, as operator of the New Castle Airport (ILG), has proposed the extension of Taxiway "H" and the development of an approximate thirty-eight (38) acre parcel of airport property on the southeasterly side of Old Churchman's Road for aviation related purposes. The Thirty-Eight Acre Parcel is currently undeveloped and separated from the main airport property by Old Churchman's Road. In order to gain connectivity and access to the Thirty-Eight Acre Parcel and allow for the extension of Taxiway "H" and future development, 0.610 +/- acres of Old Churchman's Road must be vacated by the Delaware Department of Transportation and returned to New Castle County as fee owner for aeronautical use. Once the 0.610 +/- acres of Old Churchman's Road is vacated, future road improvements to include, but not limited to, the upgrade of Old Churchman's Road from Route 13 to the easterly boundary of the Thirty-Eight Acre Parcel, the construction of a public road connecting Old Churchman's Road and New Churchman's Road at the eastern boundary of the Thirty-Eight Acre Parcel, and the construction of certain improvements along New Churchman's Road can be made on the proposed 2.424 +/- acre easement area. This will allow Delaware Department of Transportation to bring portions of Old Churchman's Road up to standards and accommodate a new connector from Old Churchman's Road to New Churchman's Road.

The 2.424 +/- acre parcel is located at New Castle Airport (ILG), New Castle,

DE, situated northwesterly of Dupont Highway, U.S. Route 13 and northeasterly of New Churchman's Road, Delaware State Road 58, New Castle Hundred, New Castle County, Delaware. The parcel is comprised of several small, narrow, Right-of-Way easement "strips" totaling 2.424 +/- acres in aggregate and is generally located along Old Churchman's Road commencing at Route 13 and running in a westerly direction to the easterly property line of the Thirty-Eight Acre Parcel. The property is currently depicted on the Airport Layout Plan (ALP) of record as airport property and consists of five sections of narrow strips of land varying 1.272 acres to 0.054 acres. The strips of land are parts of Tax Parcel No. 10-018.00-006. These areas, totaling 2.424 +/- acres are not required for aeronautical use and can be used for road improvements.

DATES: Comments must be received on or before March 12, 2012.

ADDRESSES: Documents are available for review, by appointment, at the Airport Manager's office: Stephen Williams, Airport Executive Director, Delaware River and Bay Authority, New Castle Airport, 151 Dupont Highway, New Castle, DE 19720-5124, 302-325-5124; and at the FAA Harrisburg Airports District Office: James M. Fels, Program Manager, Harrisburg Airports District Office, 3905 Hartzdale Dr., Suite 508, Camp Hill, PA 17011, (717) 730-2830.

FOR FURTHER INFORMATION CONTACT: James M. Fels, Program Manager, Harrisburg Airports District Office (location listed above).

SUPPLEMENTARY INFORMATION: The Levy Court of New Castle County acquired the property that constitutes the Airport through a conveyance from the United States of America, acting through and by the War Assets Administration on October 27, 1947. This conveyance transferred to New Castle County land to be used for aviation related purposes. Over the years, portions of the original land have been released by New Castle County and Federal Aviation Administration actions. In 1995, under agreement with New Castle County, the Delaware River and Bay Authority assumed sponsorship and operational control of the airport. There are no known adverse impacts to the operation of the airport and the 2.424 +/- acre area of land is not needed for any foreseeable future aeronautical development as shown on the approved New Castle ALP. Ownership will be retained by New Castle County.

Section 22.16 of FAA Order 5190.6B, FAA Airport Compliance Manual, requires fair market value be received

for all deletions from the airport's federally obligated real property. Intangible benefits received by the airport may be used as an offset against any such fair market value in determining the monetary consideration, if any, to be exchanged. The fee simple property value of the 2.424 +/- acre area is estimated at \$55,000.00 +/- per acre, or \$133,320.00. The value of an easement would be substantially less. The ability to expand Taxiway "H" and to develop the Thirty-Eight Acre Parcel for aviation purposes has the potential to generate an estimated \$885,000.00 per year in lease revenue based on a 71.3 percent lease ratio of the property per the current Airport Layout Plan. Since the intangible benefits to the airport would far exceed the fee simple fair market value of the property, no monetary payment for the easement would be required.

Interested persons are invited to comment on the proposed change in use of the property. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania on February 1, 2012.

Lori K. Pagnanelli,

Manager, Harrisburg Airports District Office.

[FR Doc. 2012-3148 Filed 2-9-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA-2011-0327]

Qualification of Drivers; Exemption Applications; Diabetes Mellitus

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to exempt fifteen individuals from its rule prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. The exemptions will enable these individuals to operate CMVs in interstate commerce.

DATES: The exemptions are effective February 10, 2012. The exemptions expire on February 10, 2014.

FOR FURTHER INFORMATION CONTACT:

Elaine M. Papp, Chief, Medical Programs Division, (202) 366-4001, fmcsamedical@dot.gov, FMCSA, Room W64-224, Department of Transportation, 1200 New Jersey

Avenue SE., 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> 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: Anyone may search the electronic form of all comments received into any of DOT's 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, or other entity). 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), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-785.pdf>.

Background

On December 19, 2011, FMCSA published a notice of receipt of Federal diabetes exemption applications from fifteen individuals and requested comments from the public (76 FR 78722). The public comment period closed on January 18, 2012, and no comments were received.

FMCSA has evaluated the eligibility of the fifteen applicants and determined that granting the exemptions to these individuals would achieve a level of safety equivalent to or greater than the level that would be achieved by complying with the current regulation 49 CFR 391.41(b)(3).

Diabetes Mellitus and Driving Experience of the Applicants

The Agency established the current requirement for diabetes in 1970 because several risk studies indicated that drivers with diabetes had a higher rate of crash involvement than the general population. The diabetes rule provides that "A person is physically qualified to drive a commercial motor vehicle if that person has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control" (49 CFR 391.41(b)(3)).

FMCSA established its diabetes exemption program, based on the Agency's July 2000 study entitled "A Report to Congress on the Feasibility of a Program to Qualify Individuals with Insulin-Treated Diabetes Mellitus to Operate in Interstate Commerce as Directed by the Transportation Act for the 21st Century." The report concluded that a safe and practicable protocol to allow some drivers with ITDM to operate CMVs is feasible. The September 3, 2003 (68 FR 52441), **Federal Register** notice in conjunction with the November 8, 2005 (70 FR 67777), **Federal Register** notice provides the current protocol for allowing such drivers to operate CMVs in interstate commerce.

These fifteen applicants have had ITDM over a range of 1 to 53 years. These applicants report no severe hypoglycemic reactions resulting in loss of consciousness or seizure, requiring the assistance of another person, or resulting in impaired cognitive function that occurred without warning symptoms, in the past 12 months and no recurrent (2 or more) severe hypoglycemic episodes in the past 5 years. In each case, an endocrinologist verified that the driver has demonstrated a willingness to properly monitor and manage his/her diabetes mellitus, received education related to diabetes management, and is on a stable insulin regimen. These drivers report no other disqualifying conditions, including diabetes-related complications. Each meets the vision requirement at 49 CFR 391.41(b)(10).

The qualifications and medical condition of each applicant were stated and discussed in detail in the December 19, 2011, **Federal Register** notice and they will not be repeated in this notice.

Discussion of Comment

FMCSA did not receive any comments in this proceeding.

Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the diabetes requirement in 49 CFR 391.41(b)(3) if the exemption is likely to achieve an equivalent or greater level of safety than would be achieved without the exemption. The exemption allows the applicants to operate CMVs in interstate commerce.

To evaluate the effect of these exemptions on safety, FMCSA considered medical reports about the applicants' ITDM and vision, and reviewed the treating endocrinologists' medical opinion related to the ability of the driver to safely operate a CMV while using insulin.