

commercial vehicle.” Mr. Michael reported that he has driven straight trucks for 27 years, accumulating 81,000 miles, and tractor-trailer combinations for 27 years, accumulating 189,000 miles. He holds a Class A CDL from Ohio. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Charles A. Morgan

Mr. Morgan, 75, has had a retinal vascular occlusion in his right eye since 2009. The visual acuity in his right eye is 20/100, and in his left eye, 20/25. Following an examination in 2014, his optometrist stated, “Mr. Morgan appears to have sufficient vision to perform the driving tasks required to operate a commercial vehicle.”

Mr. Morgan reported that he has driven buses for 50 years, accumulating 500,000 miles. He holds a Class B CDL from North Carolina. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Paul C. Swanson

Mr. Swanson, 56, has had amblyopia in his right eye since childhood. The visual acuity in his right eye is 20/150, and in his left eye, 20/25. Following an examination in 2014, his ophthalmologist stated, “Patient has sufficient vision to operate a commercial vehicle without restriction.” Mr. Swanson reported that he has driven straight trucks for 33 years, accumulating 1.05 million miles. He holds a Class B CDL from Illinois. His driving record for the last 3 years shows no crashes and one conviction for a moving violation in a CMV; he exceeded the speed limit by 15 MPH.

Terrance W. Temple

Mr. Temple, 58, has had amblyopia in his right eye since childhood. The visual acuity in his right eye is 20/100, and in his left eye, 20/20. Following an examination in 2014, his optometrist stated, “In my opinion, he has sufficient vision to drive a commercial vehicle.” Mr. Temple reported that he has driven straight trucks for 40 years, accumulating 624,000 miles. He holds a Class B CDL from Ohio. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Rick A. Tucker

Mr. Tucker, 60, has had a retinal detachment in his left eye since 2001. The visual acuity in his right eye is 20/30, and in his left eye, 20/200. Following an examination in 2014, his

optometrist stated, “Mr. Tucker’s visual abilities are adequate to perform the driving tasks required to operate a commercial vehicle.” Mr. Tucker reported that he has driven straight trucks for 15 years, accumulating 750,000 miles, and tractor-trailer combinations for 15 years, accumulating 750,000 miles. He holds a Class A CDL from Missouri. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

Jason R. White

Mr. White, 32, has had amblyopia in his right eye since childhood. The visual acuity in his right eye is 20/50, and in his left eye, 20/20. Following an examination in 2014, his optometrist stated, “I found no reason to believe he does not have sufficient vision to perform the driving tasks required to operate a commercial vehicle.” Mr. White reported that he has driven straight trucks for 6.5 years, accumulating 243,750 miles. He holds an operator’s license from Ohio. His driving record for the last 3 years shows no crashes and no convictions for moving violations in a CMV.

III. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.

Submitting Comments

If you submit a comment, please include the docket number for this notice, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and put the docket number FMCSA–2014–0302 in the “Keyword” box, and click “Search”. When the new screen appears, click on “Comment Now!” button and type your comment into the text box in the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you

submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

FMCSA will consider all comments and material received during the comment period and may change this notice based on your comments.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov> and insert the docket number FMCSA–2014–0302 in the “Keyword” box and click “Search.” Next, click “Open Docket Folder” button and choose the document listed to review. If you do not have access to the Internet, you may view the docket online by visiting the Docket Management Facility in Room W12–140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays.

Issued On: February 26, 2015.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2015–05236 Filed 3–5–15; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2013–0021]

Qualification of Drivers; Exemption Applications; Vision

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

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

SUMMARY: FMCSA announces its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 7 individuals. FMCSA has statutory authority to exempt individuals from the vision requirement if the exemptions granted will not compromise safety. The Agency has concluded that granting these exemption renewals will provide a level of safety that is 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 April 4, 2015. Comments must be received on or before April 6, 2015.

ADDRESSES: You may submit comments bearing the Federal Docket Management System (FDMS) numbers: Docket No. [Docket No. FMCSA–2013–0021], using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* 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 number for this notice. Note that DOT posts all comments received without change to <http://www.regulations.gov>, including any personal information included in a comment. Please see the Privacy Act heading below.

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: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at www.dot.gov/privacy.

FOR FURTHER INFORMATION CONTACT: Charles A. Horan, III, Director, Carrier, Driver and Vehicle Safety Standards, 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:

I. Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may renew an exemption from the vision requirements in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce, for a two-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.

II. Exemption Decision

This notice addresses 7 individuals who have requested renewal of their exemptions in accordance with FMCSA procedures. FMCSA has evaluated these 7 applications for renewal on their merits and decided to extend each exemption for a renewable two-year period. They are:

Michael L. Bergman (KS)
Efrain Gonzalez (UT)
Shane Holum (OR)
Daryl W. Morris (MO)
Daniel E. Nestel (IN)
Thomas G. Normington (WY)
Thomas L. Terrell (IA)

The exemptions are extended subject to the following conditions: (1) That each individual has a physical examination every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the requirements 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 provides 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 retains 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 two years unless rescinded earlier by 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. 31136(e) and 31315.

III. Basis for Renewing Exemptions

Under 49 U.S.C. 31315(b)(1), an exemption may be granted for no longer than two years from its approval date and may be renewed upon application for additional two year periods. In accordance with 49 U.S.C. 31136(e) and 31315, each of the 7 applicants has satisfied the entry conditions for obtaining an exemption from the vision requirements (78 FR 10251; 78 FR 20379). Each of these 7 applicants has requested renewal of the exemption and has submitted evidence showing that the vision in the better eye continues to meet the requirement 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 two years indicates each applicant continues to meet the vision exemption requirements.

These factors provide an adequate basis for predicting each driver’s ability to continue to drive safely in interstate commerce. Therefore, FMCSA concludes that extending the exemption for each renewal applicant for a period of two years is likely to achieve a level of safety equal to that existing without the exemption.

IV. Public Participation and Request for Comments

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Submitting Comments

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submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope. FMCSA will consider all comments and material received during the comment period and may change this notice based on your comments.

Viewing Comments and Documents

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Dated: March 2, 2015.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2015-05198 Filed 3-5-15; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadline for Schedule Information for Los Angeles International Airport for the Summer 2015 Scheduling Season

AGENCY: Department of Transportation, Federal Aviation Administration (FAA).

ACTION: Notice of submission deadline.

SUMMARY: Los Angeles World Airports (LAWA) has planned runway resurfacing and Runway Safety Area (RSA) construction at Los Angeles International Airport (LAX) beginning in March of 2015 until mid-2018. During this timeframe, a runway will be either shortened or closed, which could increase delays throughout much of the period of construction. In response to the varying capacity changes and forecasted scheduled demand over the duration of the project, the FAA announces the designation of LAX as a Level 2 airport under International Air Transport Association (IATA) Worldwide Slot Guidelines effective

June 28, 2015. The focus hours are daily from 0600 through 2259 local time (1300-0559 UTC). The deadline for carriers to submit schedule information for the later part of the Summer 2015 scheduling season (June 28 through October 24, 2015) is March 20, 2015. The submission deadline for the Winter 2015 scheduling season will be May 21, 2015, which coincides with the IATA submission deadline. The FAA intends for the Level 2 designation to be temporary and does not anticipate this designation to extend beyond the completion date of construction.

DATES: Schedules must be submitted no later than March 20, 2015.

ADDRESSES: Schedules may be submitted by mail to the Slot Administration Office, AGC-200, Office of the Chief Counsel, 800 Independence Ave. SW., Washington, DC 20591; facsimile: 202-267-7277; or by email to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT:

Susan Pfingstler, System Operations Services, Air Traffic Organization, Federal Aviation Administration, 600 Independence Avenue SW., Washington, DC 20591; telephone number: 202-267-6462; email: susan.pfingstler@faa.gov.

SUPPLEMENTARY INFORMATION: IATA guidelines state that a Level 2 airport is one where there is the potential for congestion during some periods of the day, week or season, which can be resolved by schedule adjustments mutually agreed between airlines and the facilitator. The FAA has determined that LAX should be designated as Level 2 based on projected capacity reductions and operational delays that are anticipated during the upcoming periods of runway construction. This construction is expected to occur in phases from March 2015 through mid-2018. LAWA plans runway closures or shortened runway lengths for resurfacing, construction of runway safety areas, and other airfield projects for all four runways. LAWA's current proposal indicates that only one runway would be closed or shortened at a time. LAWA projects that Runway 7R/25L will be closed for 33 days in March/April 2015. Runway 6L/24R would close from late June to October 2015. Runway 6R/24L would be shortened beginning December 2015 for ten months. Runway 7L/25R would be shortened for four months beginning October 2016 followed by a four month closure until spring 2017. Runway 7R/25L would close in January 2018 for five months. Specific projects and dates will be determined and announced by LAWA.

LAWA, the FAA, and stakeholders meet regularly to review construction plans, identify ways to improve airport and airspace efficiency, and mitigate construction impacts whenever possible. These and other collaborative efforts will continue to improve and manage operations as efficiently as possible; however, runway capacity and surface operations will be impacted during construction. The specific operational and delay impacts have not been definitively determined for each construction phase and will depend on the final project details, available runways, taxiways, and other operational factors. Surface operations will become more complex during construction and affect taxi times, terminal/gate area operations, and aircraft staging. FAA Design Group VI Aircraft operations present additional challenges. LAX currently has more scheduled Group VI Aircraft operations than any other U.S. airport with more operations planned in summer 2015. Operational restrictions for Group VI Aircraft include additional aircraft separation, runway selection, and taxi constraints.

The FAA recognizes that many summer schedules have been completed or are approaching the final planning stages. The initial schedules published for August 2015 are slightly above the August 2014 schedules. While some carriers have reduced operations compared to last summer, other carriers have increased flights. The FAA modeled delays for the March to early April closure of Runway 7R/25L and the late June to October closure of Runway 6L/24R. Modeling suggests moderate delays for the March/April closure and more extensive delays during the peak July and August months. These projections are based on published schedules and historic unscheduled traffic and projected capacity during the 2015 closures. Capacity rates are expected to be reduced by approximately 25%, decreasing hourly arrivals and departures from about 138 to 104 in visual meteorological conditions. The FAA is continuing to look at potential ways to increase runway throughput during construction and improve operations given the constraints. The FAA, LAWA, operators, and other affected parties expect to improve their operational planning for future construction phases based on the experiences during the March/April closure.

The FAA considered whether it would be optimal to begin the Level 2 review during the Winter 2015 scheduling season. Winter schedules are in earlier stages of development and