

release property at the Ankeny Regional Airport (IKV) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this Notice.

The following is a brief overview of the request:

Ankeny Regional Airport (IKV) is proposing the release of one parcel, of 10.42 acres, more or less. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the land at the Ankeny Regional Airport (IKV) being changed from aeronautical to non-aeronautical use and release the lands from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation facilities at the Ankeny Regional Airport.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon appointment and request, inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Ankeny Regional Airport.

Issued in Kansas City, MO on May 24, 2016.

**Jim A. Johnson,**

*Manager, Airports Division.*

[FR Doc. 2016-13183 Filed 6-3-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at Ralph Wenz Field, Pinedale, Wyoming

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

**ACTION:** Notice of request to release airport property.

**SUMMARY:** The FAA proposes to rule and invite public comment on the release of land at Ralph Wenz Field under the provisions of Section 125 of the

Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21), now 49 U.S.C. 47107(h)(2).

**DATES:** Comments must be received on or before July 6, 2016.

**ADDRESSES:** Comments on this application may be mailed or delivered to the FAA at the following address: Mr. John P. Bauer, Manager, Federal Aviation Administration, Northwest Mountain Region, Airports Division, Denver Airports District Office, 26805 E. 68th Avenue, Suite 224, Denver, Colorado 80249-6361.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. James C. Parker, Jr., Airport Manager, Ralph Wenz Field, Pinedale, Wyoming, at the following address: Mr. James C. Parker, Jr., Airport Manager, Ralph Wenz Field, P.O. Box 1766, Pinedale, Wyoming 82941.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jesse Lyman, Wyoming State Engineer, Federal Aviation Administration, Northwest Mountain Region, Denver Airports District Office, 26805 E. 68th Avenue, Suite 224, Denver, Colorado 80249-6361.

The request to release property may be reviewed, by appointment, in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA invites public comment on the request to release property at Ralph Wenz Field under the provisions of the AIR 21 (49 U.S.C. 47107(h)(2)).

On May 23, 2016, the FAA determined that the request to release property at Ralph Wenz Field submitted by The Town of Pinedale meets the procedural requirements of the FAA. The FAA may approve the request, in whole or in part, no later than July 6, 2016.

The following is a brief overview of the request:

The Town of Pinedale, Wyoming, is proposing the release from the terms, conditions, reservations, and restrictions on a 0.76 acre parcel of property acquired by the Town of Pinedale on November 9, 2004, with the assistance of Airport Improvement Program (AIP) Grant No. 3-56-0021-11. This parcel is outside of the Runway Protection Zone and is considered a non-economic remnant. The parcel in question has been part of a long-standing lawsuit regarding a property line dispute with the adjacent landowners. A settlement has been reviewed and approved by the district court to deed this parcel of land back to the adjacent landowners. As the property was purchased with AIP funds, the fair market value of the property

will be reinvested in future AIP eligible projects and will be used to offset future AIP grants.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon appointment and request, inspect the application, notice and other documents germane to the application in person at Ralph Wenz Field.

Issued in Denver, Colorado, on May 23, 2016.

**John P. Bauer,**

*Manager, Denver Airports District Office.*

[FR Doc. 2016-13179 Filed 6-3-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA-2015-0341]

#### Qualification of Drivers; Exemption Applications; Diabetes Mellitus

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

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA confirms its decision to exempt 40 individuals from its rule prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. The exemptions enable these individuals to operate CMVs in interstate commerce.

**DATES:** The exemptions were effective on February 17, 2016. The exemptions expire on February 17, 2018.

**FOR FURTHER INFORMATION CONTACT:** Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, [fmcsamedical@dot.gov](mailto:fmcsamedical@dot.gov), FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-113, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m. e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### I. 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:* 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](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

## II. Background

On January 14, 2016, FMCSA published a notice of receipt of Federal diabetes exemption applications from 40 individuals and requested comments from the public (81 FR 1987. The public comment period closed on February 16, 2016, and 1 comment was received.

FMCSA has evaluated the eligibility of the 40 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 40 applicants have had ITDM over a range of 1 to 41 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 January 14, 2016, **Federal Register** notice and they will not be repeated in this notice.

## III. Discussion of Comments

FMCSA received one comment in this proceeding. Jayme Dehner stated that, in her opinion, drivers with diabetes manage their health better than other drivers and is in favor of granting the exemptions.

## IV. 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.

Consequently, FMCSA finds that in each case exempting these applicants from the diabetes requirement in 49 CFR 391.41(b)(3) is likely to achieve a level of safety equal to that existing without the exemption.

## V. Conditions and Requirements

The terms and conditions of the exemption will be provided to the applicants in the exemption document and they include the following: (1) That each individual submit a quarterly monitoring checklist completed by the treating endocrinologist as well as an annual checklist with a comprehensive medical evaluation; (2) that each individual reports within 2 business days of occurrence, all episodes of severe hypoglycemia, significant

complications, or inability to manage diabetes; also, any involvement in an accident or any other adverse event in a CMV or personal vehicle, whether or not it is related to an episode of hypoglycemia; (3) 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 (4) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

## VI. Conclusion

Based upon its evaluation of the 40 exemption applications, FMCSA exempts the following drivers from the diabetes requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above 949 CFR 391.64(b)):

Kevin D. Aaron (PA)  
 Juan Acevedo (FL)  
 Philip K. Allen (NY)  
 Marvin L. Attaway (NM)  
 Lewis M. Belcher (WV)  
 Walter E. Boles (OH)  
 Eugene O. Carr, Jr. (DE)  
 Tracy R. Clark (KY)  
 Jerry L. Coward (NC)  
 Wesley N. Cubby (NJ)  
 Robert C. Davis (MI)  
 Michael G. Deschenes (MN)  
 James C. Detwiler (PA)  
 Jay E. Diller (PA)  
 Thomas M. Ellis (PA)  
 Jose N. Escobar (MD)  
 James C. Gilkerson (OH)  
 Frank J. Gogno (PA)  
 Michael D. Hashem (MA)  
 George W. Hauck (LA)  
 Aseneka K. Igambi (TX)  
 Hayward G. Jinright (AL)  
 James S. Kauffman (PA)  
 Kevin M. Kemp (NJ)  
 Anthony M. Lopez (TX)  
 Carlos A. Montano (NY)  
 Patrick O. Parent (DE)  
 Michael J. Payne (MD)  
 Charles B. Perry (OR)  
 Christopher M. Seals (MS)  
 Robert Sienkiewicz (MI)  
 Craig A. Sines (OR)  
 Joel K. Spencer (AL)  
 Michael J. Sweeney (NY)  
 Kendall W. Unruh (MO)  
 Daniel R. Vilart (WA)  
 Billy F. Wallace (AL)  
 Travis J. Womack (NC)  
 Logan D. Yoder (IN)  
 Landon L. Zimmerman (PA)

In accordance with 49 U.S.C. 31136(e) and 31315 each exemption is valid for two years unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (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. If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: May 31, 2016

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2016-13263 Filed 6-3-16; 8:45 am]

BILLING CODE 4910-EX-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA 2015-0061]

#### Request for Approval of a New Information Collection

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on October 29, 2016.

**DATES:** Written comments should be submitted on or before July 6, 2016.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention: NHTSA Desk Officer.

**FOR FURTHER INFORMATION CONTACT:** For additional information or access to background documents, contact Ritchie Huang, Crash Avoidance and Electronic Controls Division, NHTSA, 1200 New Jersey Ave. SE., Washington, DC 20590; Telephone (202) 366-5586; Facsimile: (202) 366-8546; email address: [ritchie.huang@dot.gov](mailto:ritchie.huang@dot.gov).

**SUPPLEMENTARY INFORMATION:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). In compliance with these requirements, this notice announces that the following information collection request has been forwarded to OMB. In the October 29, 2015 **Federal Register**<sup>1</sup>, NHTSA published a 60-day notice requesting public comment on the proposed collection of information. We received zero comments.

**OMB Control Number:** To be issued at time of approval.

**Title:** Heavy Vehicle Collision Warning Interfaces.

**Form Numbers:** None.

**Type of Review:** New information collection.

**Abstract:** Crash warning systems (CWSs) for commercial motor vehicles have been available for more than 20 years. CWSs can include features such as forward collision and lane departure warnings and use a variety of sensor technologies (e.g., radar) to determine the crash risk of a collision. CWSs are designed to warn the driver to take action to avoid or mitigate a potential crash.

CWSs are available as both options from OEMs and as aftermarket/retrofit devices. While there are certain similarities between offerings within a

particular CWS product class (e.g., forward collision warning (FCW)), there are also differences in how suppliers present collision warnings, including the design of visual displays and auditory alerts. Typically, suppliers will use a combination of visual and audio modalities to convey a potential crash situation to the driver. However, their implementations vary across factors such as the visual interface, auditory alert, and the salience of alerts. While CWS implementations change and evolve, it is likely that certain warning interfaces are more effective than others during crash-imminent situations. This research seeks to examine the impact of CWSs as they pertain to commercial motor vehicle safety. The primary goal of this effort is to evaluate CWSs and assess the effectiveness of these driver-vehicle interfaces for heavy trucks and motorcoaches.

**Respondents:** Virginia, West Virginia, North Carolina, and Tennessee drivers with a valid Class A commercial driver license.

**Estimated Number of Respondents:** It is estimated that up to 60 Class A CDL drivers will participate; however, it is estimated that up to 100 Class A CDL drivers will complete the eligibility questionnaire in order to obtain 60 Class A CDL drivers that meet the criteria to participate.

**Estimated Time per Response:** Completion of the eligibility questionnaire is expected to take 10 minutes while the demographics questionnaire is expected to take two minutes. The mid-study questionnaires 10 minutes total and the post study questionnaire will take 15 minutes.

**Total Estimated Burden:** 37 minutes per respondent (44 hours total).

**Frequency of Collection:** Onetime for the eligibility, post study, and demographic questionnaire; three times for the mid study questionnaire.

NHTSA estimates the burden of this collection of information as follows:

TABLE 1—ESTIMATED BURDEN HOURS

| Instrument                      | Number of respondents <sup>1</sup> | Frequency of responses | Number of questions | Estimated individual burden (minutes) | Total estimated burden hours | Total annualized cost to respondents <sup>2</sup> |
|---------------------------------|------------------------------------|------------------------|---------------------|---------------------------------------|------------------------------|---|
| Eligibility questionnaire ..... | 100                                | 1                      | 26                  | 10                                    | 17                           | \$ 414.80   |
| Demographic questionnaire ..... | 60                                 | 1                      | 7                   | 2                                     | 2                            | 48.80   |
| Mid-study questionnaires .....  | 60                                 | 3                      | 9                   | 10                                    | 10                           | 244.00  |
| Post study questionnaire .....  | 60                                 | 1                      | 12                  | 15                                    | 15                           | 366.00  |
| <b>Total .....</b>              |                                    |                        |                     |                                       | <b>44</b>                    | <b>1,073.60</b>                                   |

<sup>1</sup> The number of respondents in this table includes drop-out rates.

<sup>2</sup> Estimated based on the mean hourly rate for Virginia (all occupations) is \$24.40 as reported in the May 2014 Occupational Employment and Wage Estimates, Bureau of Labor Statistics. [http://www.bls.gov/oes/current/oes\\_va.htm](http://www.bls.gov/oes/current/oes_va.htm).