Schedule: The report and draft advisory circular is to be completed no later than 24 months after the FAA publishes the tasks in the **Federal Register**.

ARAC Acceptance of Tasks

ARAC accepted and assigned the task to the Avionics Systems Harmonization Working Group. The working group serves as staff to ARAC and assists in the analysis of the assigned task. ARAC must review and approve each working group's recommendations. If ARAC accepts the working group's recommendations, it will forward them to the FAA. Recommendations that are received from ARAC will be submitted to the agency's Rulemaking Management Council to address the availability of resources and prioritization.

Working Group Activity

The Avionics System Harmonization Working Group must comply with the procedures adopted by ARAC. As part of the procedures, the working group must:

1. Recommend a work plan for completing each task, including the rationale supporting such a plan for consideration at the October 15–16, 2002, meeting of the ARAC on transport airplane and engine issues.

2. Give a detailed conceptual presentation of the proposed recommendations before proceeding with the work stated in item 3.

3. Draft the appropriate documents and required analyses and/or any other related materials or documents.

4. Provide a status report at each ARAC meeting on transport airplane and engine issues.

Participation in the Working Group

The Avionics Systems Harmonization Working Group is composed of technical experts having an interest in the assigned tasks. A working group member need not be a representative or a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. All requests to participate must be received no later than (1 month after publication of the tasking statement). The requests will be reviewed by the assistant chair, the assistant executive director, and the working group co-chairs. Individuals will be advised whether their request can be accommodated.

Individuals chosen for membership on the working group must represent their aviation community segment and actively participate in the working group (*e.g.,* attend all meetings, provide written comments when requested to do so, etc.). They must devote the resources necessary to support the working group in meeting any assigned deadlines. Members are expected to keep their management chain and those they may represent advised of working group activities and decisions to ensure the proposed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for approval.

Once the working group has begun deliberations, members will not be added or substituted without the approval of the assistant chair, the assistant executive director, and the working group co-chairs.

The Secretary of Transportation determined that the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of the ARAC will be open to the public. Meetings of the Avionics Systems Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

Issued in Washington, DC, on April 11, 2002.

Anthony F. Fazio,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 02–9947 Filed 4–22–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application 02–01–C–00–MKL To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at McKeller-Sipes Airport, Jackson, TN

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 impose and use the revenue from a PFC at McKeller-Sipes Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 23, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 3385 Airways Blvd., Suite 302, Memphis, Tennessee 38116–3841.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Rodney Hendrix, Executive Director of the Jackson-Madison County Airport Authority at the following address: 308 Grady Montgomery Drive, Jackson, Tennessee 38301.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Jackson-Madison County Airport Authority under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Peggy S. Kelley, Program Manager, Memphis Airports District Office, 3385 Airways Blvd., Suite 302, Memphis, Tennessee 38116–3841. 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 impose and use the revenue from a PFC at McKeller-Sipes Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On April 11, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by Jackson-Madison County 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 later than July 26, 2002.

The following is a brief overview of the application.

Proposed charge effective date: October 1, 2002.

Proposed charge expiration date: May 31, 2010.

Level of the proposed PFC: $4.50.

Total estimated PFC revenue: $332,248.

Brief description of proposed project(s): Reimbursement of Sponsor's share of completed planning, airfield, equipment and terminal projects including: Master Plan Update, Aircraft Rescue and Firefighting vehicle, taxiway construction and rehabilitation, apron improvements, taxiway lighting, fencing, drainage improvements, terminal renovation and addition, PAPI

installation, airfield signage and lighting, relocation of Rotating Beacon, runway pavement rehabilitation and acquisition of land and construction of runway safety area.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Non-scheduled/on-demand air carriers filing Form 1800–31.

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: 1701 Columbia Avenue, College Park, Georgia 30337.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Jackson-Madison County Airport Authority, 308 Grady Montgomery Drive, Jackson, Tennessee 38301.

Issued in Memphis, Tennessee on April 11, 2002.

Charles L. Harris,

Assistant Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 02–9852 Filed 4–22–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2001–11426]

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 36 individuals from the vision requirement in 49 CFR 391.41(b)(10).

DATES: April 23, 2002.

FOR FURTHER INFORMATION CONTACT: For information about the vision exemptions in this notice, Ms. Sandra Zywokarte, Office of Bus and Truck Standards and Operations, (202) 366–2987; for information about legal issues related to this notice, Mr. Joseph Solomey, Office of the Chief Counsel, (202) 366–1374, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

You may see all the comments online through the Document Management System (DMS) at: *http://dmses.dot.gov.*

Background

Thirty-six individuals petitioned FMCSA for an exemption from the vision requirement in 49 CFR 391.41(b)(10), which applies to drivers of commercial motor vehicles (CMVs) in interstate commerce. They are: Louis N. Adams, Guy M. Alloway, Lyle H. Banser, Paul R. Barron, Lloyd J. Botsford, Joseph E. Buck, Sr., Ronald M. Calvin, Rusbel P. Contreras, Timothy J. Droeger, Robert A. Fogg, Paul D. Gaither, David L. Grajiola, David L. Gregory, Walter D. Hague, Jr., Sammy K. Hines, Jeffrey J. Hoffman, Marshall L. Hood, Edward W. Hosier, Edmond L. Inge, Sr., James A. Johnson, Charles F. Koble, Robert W. Lantis, Lucio Leal, Terry W. Lytle, Earl R. Mark, James J. McCabe, Richard W. Neyens, Anthony G. Parrish, Bill L. Pearcy, Robert H. Rogers, Bobby C. Spencer, Mark J. Stevwing, Clarence C. Trump, Jr., Dennis R. Ward, Frankie A. Wilborn, and Jeffrey L. Wuollett.

Under 49 U.S.C. 31315 and 31136(e), FMCSA may grant an exemption 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 statute also allows the agency to renew exemptions at the end of the 2-year period. Accordingly, FMCSA has evaluated the 36 petitions on their merits and made a determination to grant the exemptions to all of them. On March 7, 2002, the agency published notice of its receipt of applications from these 36 individuals, and requested comments from the public (67 FR 10471). The comment period closed on April 8, 2002. Four comments were received, and their contents were carefully considered by FMCSA in reaching the final decision to grant the petitions.

Vision And Driving Experience of the Applicants

The vision requirement provides:

A person is physically qualified to drive a commercial motor vehicle if that person has distant visual acuity of at least 20/40 (Snellen) in each eye without corrective lenses or visual acuity separately corrected to 20/40 (Snellen) or better with corrective lenses, distant binocular acuity of at least 20/40 (Snellen) in both eyes with or without corrective lenses, field of vision of at least 70° in the horizontal meridian in each eye, and the ability to recognize the colors of traffic signals and devices showing standard red, green, and amber (49 CFR 391.41(b)(10).

Since 1992, the Federal Highway Administration (FHWA) has undertaken studies to determine if this vision standard should be amended. The final report from our medical panel recommends changing the field of vision standard from 70° to 120°, while leaving the visual acuity standard unchanged. (See Frank C. Berson, M.D., Mark C. Kuperwaser, M.D., Lloyd Paul Aiello, M.D., and James W. Rosenberg, M.D., ''Visual Requirements and Commercial Drivers,'' October 16, 1998, filed in the docket, FHWA–98–4334.) The panel's conclusion supports FMCSA's (and previously the FHWA's) view that the present standard is reasonable and necessary as a general standard to ensure highway safety. FMCSA also recognizes that some drivers do not meet the vision standard, but have adapted their driving to accommodate their vision limitation and demonstrated their ability to drive safely.

The 36 applicants fall into this category. They are unable to meet the vision standard in one eye for various reasons, including amblyopia, macular scars, and loss of an eye due to trauma. In most cases, their eye conditions were not recently developed. All but nine of the applicants were either born with their vision impairments or have had them since childhood. The nine individuals who sustained their vision conditions as adults have had them for periods ranging from 6 to 42 years.

Although each applicant has one eye which does not meet the vision standard in 49 CFR 391.41(b)(10), each has at least 20/40 corrected vision in the other eye and, in a doctor's opinion, has sufficient vision to perform all the tasks necessary to operate a CMV. The doctors' opinions are supported by the applicants' possession of valid commercial driver's licenses (CDLs) or non-CDLs to operate CMVs. Before issuing CDLs, States subject drivers to knowledge and performance tests designed to evaluate their qualifications to operate a CMV. All these applicants satisfied the testing standards for their State of residence. By meeting State licensing requirements, the applicants demonstrated their ability to operate a commercial vehicle, with their limited vision, to the satisfaction of the State. The Federal interstate qualification standards, however, require more.

While possessing a valid CDL or non-CDL, these 36 drivers have been authorized to drive a CMV in intrastate commerce, even though their vision disqualifies them from driving in