

- ☐ Outer/Middle Marker  
☐ Published Instrument Approach  
☐ Localizer  
☐ Other (specify) \_\_\_\_\_

**E. Project Cost:**

Federal amount requested: \_\_\_\_\_

Total local cash financial contribution: \_\_\_\_\_

Airport funds: \_\_\_\_\_

Non-Airport funds: \_\_\_\_\_

State cash financial contribution: \_\_\_\_\_

Existing funds: \_\_\_\_\_

New funds: \_\_\_\_\_

Airport In-kind contribution: (amount &amp; description) \_\_\_\_\_

Other In-Kind contribution: (amount &amp; description) \_\_\_\_\_

Total cost of project: \_\_\_\_\_

**F. Enplanements:**

2000 \_\_\_\_\_

2001 \_\_\_\_\_

2002 \_\_\_\_\_

2003 \_\_\_\_\_

2004 \_\_\_\_\_

2005 \_\_\_\_\_

**G. Is this application subject to review by State under Executive Order 12372 process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on (date). \_\_\_\_\_
- ☐ b. Program is subject to E.O. 12372, but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

**H. Is the Applicant delinquent on any Federal debt? (if "yes", provide explanation)**

- ☐ No  
☐ Yes (explain) \_\_\_\_\_

**Appendix C****Filing Form SF424—Application for Federal Domestic Assistance**

Grants.gov, originally called the E-Grants Initiative, a mandate of the President's Management Agenda, states,

"Agencies will allow applicants for Federal Grants to apply for and ultimately manage grant funds online through a common Web site, simplifying grants management and eliminating redundancies."

Public Law 106-107, the legislation that mandates streamlining and improved accountability for Federal grants, and related references in the President's Management Agenda, requires that Federal grant management activities be standardized. As a result, the Office of Management and Budget recently issued a *policy directive* requiring that all Federal agencies post grant opportunities online as of November 7, 2006.

Therefore, this year, to comply with the Grants.gov initiative, the Department will

begin accepting grant applications via <http://www.grants.gov>. In order for an application to be considered in the Small Community Air Service Development Program, the community must submit its application of form SF424—Application for Federal Domestic Assistance—via <http://www.grants.gov>. Below are instructions on:

- How to FIND the SCASDP application online at <http://www.grants.gov>;
- How to register to submit applications; and
- How to APPLY or complete and submit the application form SF424.

**Finding the SCASDP Grant Opportunity on Grants.Gov**

Start your search for the Small Community Air Service Development Program grant opportunity by entering <http://www.grants.gov> and clicking the *Find Grant Opportunities* tab at the top of the page. In the search box titled "Search for Catalog of Federal Domestic Assistance (CFDA) number" enter 20.930. You will see a summary of the SCASDP requirements.

**Register to Submit Applications**

Prior to applying, you must register to create a Grants.gov account and receive approval from your organization to submit applications. Detailed instructions on how to complete the registration is available on <http://www.grants.gov>.

1. Register your Organization.
  - Obtain a Data Universal Number System (DUNS) number.
  - Register the organization with a Central Contractor Registry (CCR).
2. Register yourself as an Authorized Organization Representative (AOR).
  - Obtain a username and password.
  - Register with Grants.gov.
3. Get Authorized as an AOR by your Organization.
  - Obtain E-Business Point of Contact authorization.

**Applying for the Grant**

Once you have located the Small Community Air Service Development Program grant opportunity, you will need to enter the Funding Opportunity and/or the Catalog of Federal Domestic Application (CFDA) number 20.930 to access the application package and instructions online. However, you must complete the registration process before applying (see B above). In order to view the application package and instructions, you will also need to download and install the PureEdge Viewer.

1. Download PureEdge Viewer [Required].
2. Download an Application Package.
3. Complete an Application Package.
4. Submit an Application Package.

Enter the SCASDP CFDA number (20.930) to download the application form SF424 and begin the process to apply for the grant through <http://www.grants.gov>. It is a 4-step process:

**Apply Step 1: Download the Grant Application Form SF424 and Application Instructions**

You will need to enter the Funding Opportunity and/or CFDA number to access the application package and instructions.

Download and install the *PureEdge Viewer* (available on <http://www.grants.gov>). This small, free program will allow you to access, complete, and submit applications electronically and securely.

**Apply Step 2: Complete the Selected Grant Application Package**

You can complete the application offline—giving you the flexibility to complete grant applications when and where you want. It also enables you to easily route it through your organization for review, or completion of various components, just like any other e-mail attachment.

**Apply Step 3: Submit a Completed Grant Application Package**

You will submit the application online. When you are ready to submit the completed application form SF424, you must have already completed the *Get Started Steps*. You will then need to log into <http://www.grants.gov> using the username and password you entered when you registered with a *Credential Provider* to submit the application.

**Note:** To submit electronic grant applications, you must be fully authorized by your organization, i.e., been given status as an *Authorized Organization Representative (AOR)*. You can easily check your status by logging into <http://www.grants.gov> by accessing the *Applicant* link at the top of the screen. If you have registered your user name and password with Grants.gov, you will be able to log in. After logging in, access the 'Manage Profile' link. Your status, located below your title, will state: "AOR—request sent" or "AOR—Approved". If your status is 'AOR—request sent', you cannot yet submit grant applications. You may correct this by contacting your *E-Business Point of Contact (POC)*. He or she will need to log in by accessing the *Ebiz* link at the top of the screen. They will need your organization's DUNS number and MPIN, to approve you as an AOR.

**Apply Step 4: Track the Status of a Completed Grant Application Package**

Once you have submitted an application, you can check the status of your application submission. You can identify your application by CFDA Number, Funding Opportunity Number, Competition ID, and/or Grants.gov Tracking Number.

[FR Doc. E7-3581 Filed 2-28-07; 8:45 am]

BILLING CODE 4910-9X-X

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Electronic Subscription Service for Airworthiness Directives and Special Airworthiness Information Bulletins**

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

**ACTION:** Notice of policy change.

**SUMMARY:** This notice publishes additional information about the FAA's

planned transition to electronic distribution of airworthiness directives (ADs) and special airworthiness information bulletins (SAIB) through an e-mail subscription service. This notice gives more details and the schedule for the electronic distribution system, and addresses comments we received in response to Aircraft Engineering Division's previous notice about the plan. The previous notice was titled "Printing and Distribution Changes for Airworthiness Directives and Special Airworthiness Information Bulletins" and was published in the **Federal Register** on August 24, 2006.

**DATES:** Comments must be received on or before April 2, 2007.

**ADDRESSES:** Send your comments on the planned policy changes electronically by logging onto the following Web site: [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/) or you may e-mail comments to: 9-amc-air-140-policy. You may mail a hard copy of your comments to: Federal Aviation Administration, Aircraft Engineering Division, Delegation and Airworthiness Programs Branch, AIR-140, MMAC, P.O. Box 26460, Oklahoma City, OK 73125. Attn: Mary Ellen Anderson. Finally, you may deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mary Ellen Anderson, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Delegation and Airworthiness Programs Branch, AIR-140, 6500 S. MacArthur Blvd., ARB 308; Oklahoma City, Oklahoma 73169; phone: (405) 954-7071; fax: (405) 954-2209.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested persons are invited to comment on the planned policy changes by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date, at the Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, weekends except Federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date.

##### **Background**

ADs are enforceable rules that apply to products (aircraft, aircraft engines, propellers, and appliances), published to address an unsafe condition per CFR Part 39 criteria. All ADs are currently

available to the public via: (1) **Federal Register** at <http://www.gpoaccess.gov/fr/advanced.html>; (2) FAA's Regulatory and Guidance Library (RGL) Web site at <http://rgl.faa.gov>; and (3) paper mailings to all registered owners and operators of the affected product.

We also issue a type of AD called an emergency AD when an unsafe condition exists that requires immediate corrective action. We mail or fax emergency ADs to all registered owners and operators of the affected product, and publish a final rule version soon after in the **Federal Register**.

SAIBs provide recommended actions that owners and operators may use to improve the safety of their products. Because the information contained in SAIBs is not mandatory, we do not publish SAIBs in the **Federal Register**. Effective January 2007, we added SAIBs to our RGL Web site, making it much easier to access and search on these safety documents.

Paper mailing of ADs and SAIBs is a slow, expensive, and inefficient method of delivering safety-related information to affected parties, requiring a massive paper printing and distribution management system. In 2005, we processed and mailed more than 1,000,000 copies of ADs to affected owners and operators. It often takes 5 to 6 days for the owner or operator to receive the mailed copy. And, because of inaccurate or obsolete addresses in FAA's Aircraft Registry database, we typically receive thousands of returned ADs. In light of these difficulties as well as ongoing budgetary constraints, we are pursuing ways to improve our efficiency in distribution of safety information.

##### **Discussion**

This notice introduces "GovDelivery" for all ADs and SAIBs—an e-mail subscription management system designed specifically for the public sector. Owners, operators, and any interested party will be able to sign up through FAA's RGL Web site at <http://rgl.faa.gov>, and will receive both ADs and SAIBs once subscription is completed. Subscribers will be able to select to receive all documents or only those pertaining to a specific product make and model. They will also have the option to receive general categories such as 'small airplane' or 'engine.' The subscription service will generally deliver the AD or SAIB to each e-mail address within minutes after publication in our RGL Web site. All ADs will continue to be published in the **Federal Register**, and all ADs and SAIBs will continue to be available at our RGL Web site.

Once we are assured that the GovDelivery service is working correctly, we will transition away from paper mailings of ADs. We are asking industry representative groups to help with this transition by making aviation stakeholders aware of the new subscription service for ADs and SAIBs. While we anticipate that GovDelivery service will provide a timely and cost-effective method of ensuring that affected parties receive the safety information they need, we will be monitoring the system to validate that the service is meeting the needs of our customers.

We issued a previous notice in the **Federal Register** on August 24, 2006, titled "Printing and Distribution Changes for Airworthiness Directives and Special Airworthiness Information Bulletins." That notice outlined immediate changes to our mailing processes for ADs and SAIBs. We provided the public the opportunity to comment on that notice and have considered all comments we received. Our responses to those comments are provided following the policy discussed below.

##### **Policy**

We expect to make the GovDelivery electronic e-mail service available for ADs and SAIBs available in May 2007. All interested parties are encouraged to subscribe to this service on our RGL Web site at <http://rgl.faa.gov>. Once GovDelivery is available and we are confident in the accurate and timely electronic dissemination of ADs and SAIBs to our subscribers, we will begin implementation of the following changes to our AD/SAIB distribution processes:

(a) We will phase out paper mailing of ADs within a two-month period after GovDelivery becomes available except as described in (b) below. We will manage the phase-out based on the number and types of subscribers signed up in the GovDelivery system.

(b) For now, we will continue to mail or fax emergency ADs to affected owners and operators. We are working on a method to deliver emergency ADs electronically in future, that will assure and record receipt when sent to affected parties.

(c) We will discontinue the existing emergency AD subscription service that is currently available on the RGL Web site, since the GovDelivery service will send emergency ADs (and their final rule versions) to subscribers who have selected to receive ADs of that make/model or category.

(d) We will discontinue the existing SAIB subscription service that is

currently available on the FAA Web site, to allow integration with the AD portion of the subscription service.

(e) We will no longer mail or e-mail ADs or SAIBw to FAA offices and civil airworthiness authorities (CAAs) of other countries. Instead, we will encourage all interested FAA personnel as well as the CAAs to sign-up through GovDelivery to receive these documents.

#### **Comments to Previous Notice**

Several commenters expressed support for the planned electronic distribution of ADs and SAIBs. One commenter stated that it would be easier to receive ADs and SAIBs electronically instead of "logging on and searching through databases to find applicable ADs and SAIBs." We agree. GovDelivery service will allow subscribers to receive ADs and SAIBs by e-mail.

#### *Recommendation to Continue Paper Mailings*

AOPA recommended that we continue paper mailing of ADs and SAIBs until we make enhancements to our e-mail subscription service to ensure the continued availability and dissemination of relevant safety information. We partially agree. Due to the existing e-mail service for SAIBs we discontinued these mailings in 2006. However, we will continue mailing ADs until we are assured the new GovDelivery service is available and working correctly for both ADs and SAIBs. To publicize the service we have added "alerts" on our RGL AD web page and are announcing the coming GovDelivery service on the back of every AD mailed out.

#### *Recommendation To Update the SAIB e-mail Subscription Service*

AOPA recommended we enhance the existing SAIB e-mail service to allow selection of SAIBs based on aircraft or engine make and model. We agree. GovDelivery service will allow the user to subscribe to and receive SAIBs selected by make/model instead of having to receive all issued SAIBs.

#### *Continuation of FAA AD Bi-Weekly*

A representative for a repair station asked whether the FAA will continue to compile and issue the bi-weekly list of ADs. We are making no change to the AD Bi-weekly process at this time, and will continue to publish the Bi-Weekly report until further notice.

#### *Recommendation To Continue Mailing "Engine type" ADs*

Continental Airlines, AOPA, NATCA and others expressed concern that we

misstated the user's ability to 'register an engine' in the FAA Aircraft Registry. We agree that this terminology was incorrect, since aircraft owners cannot register their engine in the Registry. When they register an airframe they can choose to also identify the engine installed on the airframe; our intent was to use this engine data to support AD mailings. However, we have decided to continue mailing ADs to all owners of engine models identified in an AD, as well as owners of airframe models called out in the "installed on, but not limited to" applicability. We will continue this practice until we implement the GovDelivery service.

#### *Recommendation To Mail/Final Rule version of Emergency ADs*

AOPA and NATCA stated that sometimes the content of an emergency AD changes between its issuance and the issuance of the final rule version, and for this reason we should mail the final rule copy of the emergency AD as well. We disagree. The final rule version must be substantively equal to the emergency AD to avoid serious legal consequences. If it changes in substance from the emergency AD version, we assign a different AD number and issue another AD. Since the final rule version is equivalent it is not necessary to mail it in addition to the emergency AD. Not that once the GovDelivery service is in place, both versions (the emergency AD and its final rule) will be e-mailed to subscribers for the AD's applicability.

#### *Notification of the Public About This Policy Change*

NATCA wrote that the distribution of paper copies of ADs has been the standard for decades. This is a significant policy change that should be made aware to the public and open for public debate. NATCA requests that we withdraw the notice and resubmit it for comment. NATCA also states that FAA has been heavy-handed in lowering the safety level of aircraft by making significant changes in (other) policies. This final policy change must not be implemented for a period of time (six months) and be distributed in writing (published on paper) to all affected organizations, foreign authorities, and every registered aircraft owner, operator, repair stations, airline, etc. this would allow those in the public that do not currently have internet access time to obtain access.

We partially agree. Since the previous notice, issued in August 2006, contained a request for comments, we see no need to withdraw the notice and resubmit it. We also do not concur that we have in any way lowered the safety

level of aircraft. Rather, we expect to improve safety by increasing the timeliness and accuracy of our delivery system. However, we agree that the public should have the opportunity to review and comment on these changes, which was the purpose of the previous notice as well as this one. With these notices we will have informed interested parties more than six months prior to our expected implementation date.

#### *Conflict With Existing FAA Policy*

NATCA stated that this notice is in conflict with (AD Manual) M-8040.1, Section 17 that mandates the procedures the FAA will follow to distribute paper copies to the public. The proposed policy must note any and all FAA policies/orders that will be affected. We agree that changes to the AD Manual will be necessary in order to align with this planned policy change. We will include these changes in a future revision to the AD Manual once this policy is finalized.

#### *Notification of the Union About This Policy Change*

NATCA commented that FAA has failed to coordinate this planned policy change with the NATCA union. This is a significant change in the working conditions of the NATCA bargaining unit employees in AIR, especially AIR-140. If the agency proceeds with these changes, NATCA expects the agency to comply with the legal requirements to notify and negotiate with NATCA prior to implementation. No training has been identified for the workforce.

FAA will comply with all legal requirements. Per the requirements we have assessed this planned policy change and have determined that there is no significant change to working conditions and any impact to bargaining unit employees is 'de minimis.' No new skills, resources, equipment, or training are expected to be required to order to implement this change.

#### *Questionable Use of Federal Funds*

NATCA stated that FAA should make public the current costs of publishing ADs and SAIBs, and it should be made part of the public record where the money that should have been used for publishing will be spent instead. It should also be noted if this is a "business plan" item and if any managers will receive an award/bonus/pay increase due to the implementation of this notice.

We considered current costs as a factor in deciding to change this policy, and have estimated the savings in reduced printing costs at about \$240,000

per year. However, we have no way of determining where these funds will be spent instead, so are unable to provide this information. No managers have received or will receive extra compensation for its implementation. This policy change is not a "business plan" item but supports an FAA Flight Plan item.

Issued in Washington, DC, on February 26, 2007.

**Susan J.M. Cabler,**

*Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 07-921 Filed 2-28-07; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2006-25246]

#### 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 33 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 March 1, 2007. The exemptions expire on March 2, 2009.

**FOR FURTHER INFORMATION CONTACT:** Dr. Mary D. Gunnels, Chief, Physical Qualifications Division, (202) 366-4001, [maggi.gunnels@dot.gov](mailto:maggi.gunnels@dot.gov), FMCSA, Department of Transportation, 400 Seventh Street, SW., Room 8301, 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 Document Management System (DMS) at <http://dmses.dot.gov>.

*Docket:* For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> and/or Room PL-401 on

the plaza level of the Nassif Building, 400 Seventh Street, SW., 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 complete Privacy Act Statement in the **Federal Register** (65 FR 19477, Apr. 11, 2000). This statement is also available at <http://dms.dot.gov>.

#### Background

On January 3, 2007, FMCSA published a notice of receipt of exemption applications from certain individuals, and requested comments from the public (72 FR 180). That notice listed 33 applicants' case histories, but it incorrectly indicated there were 32. The 33 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 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 33 applications on their merits and made a determination to grant exemptions to all of them. The comment period closed on February 2, 2007.

#### Vision and Driving Experience of the Applicants

The vision requirement in the FMCSRs 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)).

FMCSA 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 33 exemption applicants

listed in this notice are in this category. They are unable to meet the vision standard in one eye for various reasons, including amblyopia, macular scar, retinal detachment, corneal scarring, prosthesis, corneal opacity, optic atrophy, ocular histoplasmosis syndrome, retinal vein occlusion, cataract, and loss of vision due to trauma. In most cases, their eye conditions were not recently developed. All but ten of the applicants were either born with their vision impairments or have had them since childhood. The ten individuals who sustained their vision conditions as adults have had them for periods ranging from 4 to 25 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. 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 skills 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.

While possessing a valid CDL or non-CDL, these 33 drivers have been authorized to drive a CMV in intrastate commerce, even though their vision disqualified them from driving in interstate commerce. They have driven CMVs with their limited vision for careers ranging from 4 to 25 years. In the past 3 years, five of the drivers have had convictions for traffic violations and two of them were involved in crashes.

The qualifications, experience, and medical condition of each applicant were stated and discussed in detail in the January 3, 2007 Notice (72 FR 180).

#### Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the vision standard in 49 CFR 391.41(b)(10) if the exemption is likely to achieve an equivalent or greater level of safety than would be achieved without the exemption. Without the exemption, applicants will continue to be restricted to intrastate driving. With the exemption, applicants can drive in interstate commerce. Thus, our analysis focuses on whether an equal or greater level of safety is likely to be achieved by permitting each of these drivers to drive