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Privacy Act: Anyone may search the electronic form of all comments received into any of our 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, etc.).

You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19476). This information is also available at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Dr. Mary D. Gunnels, Director, Medical Programs, (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.

Information On Services for Individuals With Disabilities: For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact Jennifer Musick at 703-998-0189 ext. 237.

SUPPLEMENTARY INFORMATION: The preliminary agenda for the meeting includes:

- 0900-0910 Call to Order, Introduction and Agenda Review
- 0910-0915 Medical Review Board (MRB) vote on Minutes of the July 1, 2009 Meeting
- 0915-0945 Parkinson's Disease, Multiple Sclerosis and Commercial Motor Vehicle (CMV) safety: Evidence Report Findings
- 0945-1015 Parkinson's Disease, Multiple Sclerosis and CMV safety: Medical Expert Panel (MEP) Opinion
- 1015-1045 Ad hoc Committee Report on Parkinson's disease, Multiple Sclerosis and CMV safety
- 1045-1100 Public Comment on Parkinson's disease, Multiple Sclerosis and CMV safety
- 1100-1115 Break**
- 1115-1145 MRB Deliberations on Parkinson's disease, Multiple Sclerosis and CMV safety
- 1145-1215 Narcolepsy (with and without Cataplexy) and CMV Driver Safety: Evidence Report Findings

- 1215-1315 Lunch (on your own)
- 1315-1345 Ad hoc Committee Report on Narcolepsy and CMV Driver Safety
- 1345-1400 Public Comment on Narcolepsy (with and without Cataplexy) and CMV Driver Safety
- 1400-1430 MRB Deliberation on Narcolepsy (with and without Cataplexy) and CMV Driver Safety
- 1430-1500 Traumatic Brain Injury and CMV Driver Safety: Evidence Report Findings
- 1500-1515 Break **
- 1515-1545 Traumatic Brain Injury and CMV Driver Safety: MEP Opinion
- 1545-1600 Public Comment on Traumatic Brain Injury and CMV Driver Safety
- 1600-1630 MRB Deliberation on Traumatic Brain Injury and CMV Driver Safety
- 1630-1700 Ad hoc Committee Report on Psychiatric Disorders and CMV Driver Safety
- 1700-1730 MRB Deliberation on Psychiatric Disorders and CMV Driver Safety
- 1730-1740 MRB Further Business
- 1740 Call to Adjourn

** Breaks will be announced on meeting day and may be adjusted according to schedule changes, other meeting requirements.

Background

The U.S. Secretary of Transportation announced on March 7, 2006, the five medical experts who serve on the MRB. Section 4116 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59) requires the Secretary of Transportation with the advice of the MRB to "establish, review, and revise medical standards for operators of Commercial Motor Vehicles (CMVs) that will ensure that the physical condition of operators is adequate to enable them operate the vehicles safely." FMCSA is planning updates to the physical qualification regulations of CMV drivers, and the MRB will provide the necessary science-based guidance to establish realistic and responsible medical standards.

The MRB operates in accordance with FACA as announced in the **Federal Register** (70 FR 57642, October 3, 2005). The MRB is charged initially with the review of all current FMCSA medical standards (49 CFR 391.41), as well as making recommendations for new science-based standards and guidelines to ensure that drivers operating CMVs in interstate commerce, as defined in CFR 390.5, are physically capable of doing so.

Meeting Participation

Attendance is open to the interested public, including medical examiners, motor carriers, drivers, and representatives of medical and scientific associations. Written comments for this MRB meeting will also be accepted beginning on December 7, 2009 and continuing until January 20, 2010, and should include the docket ID that is listed in the **ADDRESSES** section.

During the MRB meeting, oral comments may be limited depending on how many persons wish to comment; and will be accepted on a first come, first serve basis as requestors register at the meeting. The comments must directly address relevant medical and scientific issues on the MRB meeting agenda. For more information, please view the following Web site: <http://mrb.fmcsa.dot.gov>.

Issued on: December 2, 2009.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E9-29112 Filed 12-4-09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In July 2009, there were three applications approved. Additionally, 12 approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: City of Pierre, South Dakota.

Application Number: 09-02-C-00-PIR.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$422,107.

Earliest Charge Effective Date: September 1, 2009.

Estimated Charge Expiration Date: September 1, 2016.
Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use

Develop PFC application number 2.
 Reconstruct and narrow runway 13/31 and blast pads for runway ends 13 and 31.

Construct high intensity runway lighting systems for runway 13/31.

Airport master plan study to identify passenger terminal needs.

Snow removal equipment storage and aircraft rescue and firefighting vehicle maintenance building.

Acquire aircraft rescue and firefighting vehicle.

Decision Date: July 9, 2009.

FOR FURTHER INFORMATION CONTACT:

Thomas Schauer, Bismarck Airports District Office, (847) 294-7674.

Public Agency: County of San Joaquin, Stockton, California.

Application Number: 09-02-C-00-SCK.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.
Total PFC Revenue Approved in this Decision: \$187,241.
Earliest Charge Effective Date: September 1, 2009.

Estimated Charge Expiration Date: September 1, 2010.

Class of Air Carriers Not Required to Collect PFC's: Nonscheduled/on demand air carriers filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Stockton Metropolitan Airport.

Brief Description of Projects Approved for Collection and Use

Extend runway 11L/29R: relocate medium intensity approach lighting system with runway alignment indicator lights building.

Security access control.

Acquire aircraft rescue and firefighting vehicle.

Runway electrical regulator.

Terminal holdroom modifications.

Decision Date: July 15, 2009.

FOR FURTHER INFORMATION CONTACT:

Gretchen Kelly, San Francisco Airports District Office, (650) 876-2778, extension 623.

Public Agency: City of Syracuse Department of Aviation, Syracuse, New York.

Application Number: 09-08-U-00-SYR.

Application Type: Use PFC revenue.
PFC Level: \$4.50.

Total PFC Revenue Approved for Use in this Decision: \$96,700,685.

Charge Effective Date: April 1, 2007.

Estimated Charge Expiration Date: August 1, 2026.

Class of Air Carriers Not Required to Collect PFC's: No change from previous decision.

Brief Description of Project Approved for Use: Passenger terminal security and access improvements.

Decision Date: July 22, 2009.

FOR FURTHER INFORMATION CONTACT:

Andrew Brooks, New York Airports District Office, (516) 227-3816.

AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
08-11-C-02-DSM					
Des Moines, IA.	06/23/09	\$4,681,798	\$4,692,786	01/01/18	01/01/18
94-03-C-02-HSV					
Huntsville, AL.	06/26/09	17,870,695	17,863,228	02/01/03	02/01/03
04-09-C-05-CRW					
Charleston, WV.	07/10/09	9,719,526	14,859,526	03/01/13	04/01/17
09-07-C-01-RDM					
Redmond, OR.	07/15/09	25,000,000	25,000,000	07/01/40	07/01/40
04-07-C-01-EYW					
Key West, FL.	07/16/09	1,420,700	221,279	02/01/06	02/01/06
04-08-C-02-EYW					
Key West, FL.	07/16/09	360,250	267,034	07/01/05	07/01/05
*93.01-I-03-ALB					
Albany, NY.	07/22/09	104,851,491	104,851,491	03/01/20	02/01/18
96-03-C-01-ALB					
Albany, NY.	07/22/09	11,888,847	11,888,847	12/01/20	02/01/20
00-04-C-02-SRQ					
Sarasota, FL.	07/23/09	38,495,063	60,689,947	02/01/14	02/01/14
02-06-C-01-MSP					
Minneapolis, MN.	07/23/09	1,161,478,610	793,254,352	01/01/17	12/01/15
05-07-U-01-MSP					
Minneapolis, MN.	07/23/09	NA	NA	01/01/17	12/01/15
05-06-C-02-SYR					
Syracuse, NY.	07/23/09	6,719,197	4,248,943	02/01/07	02/01/07

Note: The amendment denoted by an asterisk (*) includes a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Albany, NY, this change is effective on September 1, 2009.

Issued in Washington, DC, on November 30, 2009.

Joe Hebert,

Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. E9-29016 Filed 12-4-09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2009-0349]

Pipeline Safety: Operator Qualification (OQ) Program Modifications

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); DOT.

ACTION: Notice; Issuance of Advisory Bulletin.

SUMMARY: The Pipeline and Hazardous Materials Safety Administration (PHMSA) is issuing this Advisory Bulletin to inform pipeline operators about the standardized notification process for operator qualification (OQ) plan transmittal from the operator to PHMSA. This Advisory Bulletin also informs operators about the addition to PHMSA's glossary of definitions of the terms "Observation of on-the-job performance" as applicable to determining employee qualification and "Significant" as applicable to OQ program modifications requiring notification. Finally, it makes other miscellaneous clarifications to assist operators in complying with OQ program requirements.

FOR FURTHER INFORMATION CONTACT: Warren Miller by phone at 816-329-3815 or by e-mail at warren.miller@dot.gov regarding the subject matter of this Advisory Bulletin, or the Dockets Unit, (202) 366-4453, for copies of this Advisory Bulletin or other material in the docket. All materials in this docket may be accessed electronically at <http://dma.dot.gov>. General information about the PHMSA Office of Pipeline Safety (OPS) can be obtained by accessing OPS's Internet home page at <http://www.phmsa.dot.gov/pipeline>.

SUPPLEMENTARY INFORMATION:

I. Background

On March 3, 2005, PHMSA issued a Direct Final Rule (70 FR 10332) on

qualification of pipeline personnel which amended the requirements for pipeline operators to develop and maintain a written qualification program for individuals performing covered tasks on pipeline facilities. In response to implementation issues and questions that arose after the rule was published, PHMSA has previously published Advisory Bulletins regarding OQ programs. These bulletins remain relevant:

- ADB-04-05, Operator Qualification Requirements, published November 26, 2004.
- ADB-06-01, Notice to Operators of Natural Gas and Hazardous Liquid Pipelines to Integrate Operator Qualification Regulations into Excavation Activities, published January 17, 2006.

Based on input from State pipeline safety program managers and the PHMSA Federal and State OQ Team, PHMSA has developed a standardized process for OQ plan transmittal from the operator to PHMSA. The team also developed definitions of the terms "Observation of on-the-job performance" as applicable to determining employee qualification and "Significant" as applicable to OQ program modifications requiring notification. PHMSA has added these definitions to its glossary of terms. Finally, the team identified other miscellaneous clarifications to assist operators in complying with OQ program requirements.

II. Advisory Bulletin ADB-09-03

To: Owners and Operators of Hazardous Liquid and Natural Gas Pipeline Systems.

Subject: Operator Qualification Programs.

Advisory: This Advisory Bulletin informs pipeline operators about the standardized notification process for operator qualification (OQ) plan transmittal from the operator to PHMSA. This Advisory Bulletin also informs operators about the addition to PHMSA's glossary of definitions of the terms "Observation of on-the-job performance" as applicable to determining employee qualification and "Significant" as applicable to OQ program modifications requiring notification. Finally, it makes other miscellaneous clarifications regarding OQ programs.

Standardized Plan Transmittal Process

Operators should send notifications of significant modification of an OQ Program to the OPS Information Resource Manager by e-mail at InformationResources

Manager@phmsa.dot.gov or mail to U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Pipeline Safety, Information Resources Manager, 1200 New Jersey Avenue, SE., East Building, 2nd Floor (PHP-10), Room E22-321, Washington, DC 20590.

Note: Operators subject to regulation by State agencies are required to send OQ notifications directly to each State agency.

Regardless of the delivery method, each notification to PHMSA should include:

1. OPID(s), operator name(s), HQ address. Name of individual submitting notification, Data/email/phone number, Commodity (gas/liquid/both), PHMSA Region(s) where pipeline(s) operate, and names of respective facilities or pipeline systems where changes apply.

2. Complete Plan accompanied by revision/change log and effective date of change(s). The plan should be notated such that changed areas of the plan can be readily identified. Employee-specific information (*i.e.*, social security numbers) and testing material are not needed.

Definitions

With respect to the use of "Observation of on-the-job performance" as a means of determining employee qualification, PHMSA has added a definition of this term to its glossary of terms on the PHMSA Primis OQ Web site at <http://primis.phmsa.dot.gov/oq/glossary.htm>. PHMSA also added a definition of the word "significant" to the glossary as it applies to modifications to an operator's OQ program. The definitions read as follows:

Observation of On-The-Job Performance

1. Observation without interaction during on-the-job performance does not provide an adequate measurement of the knowledge and skills of the individual;

2. PHMSA has determined that there are no covered tasks to date where observation of on-the-job performance is an adequate, sole method for examining or testing qualification; and

3. Observation of on-the-job performance does not measure the individual's ability to recognize and react to abnormal operation conditions (AOCs).

Significant

As applicable to OQ program modifications, *significant* includes but is not limited to: increasing evaluation intervals, increasing span of control ratios, eliminating covered tasks, mergers and/or acquisition changes,