II. Request for Applications

FMCSA seeks physicians from many different medical specialties to develop science-based CMV physical qualification standards, medical advisory criteria and safety policies. As members of the Agency's MRB, physicians will provide expert guidance on medical guidelines and standards. FMCSA is committed to appointing physicians with diverse professional backgrounds, and taking into account gender, ethnicity, demographic and socioeconomic factors. To be eligible for appointment, physicians must: (a) Be a U.S. citizen; (b) not be a Federal government employee; (c) have a U.S. medical license (as a Medical Doctor or Doctor of Osteopathy) and is in good standing; with a State medical licensing authority; and (d) be able to attend three to four face-to-face meetings a year, three to five 1 hour teleconferences, and spend approximately 5 hours per month providing additional consultation.

Interested physicians should have a commitment to transportation safety and health, an understanding of evidence-based medicine and research methods, knowledge of transportation medical issues, history of excellence in original medical research demonstrated through publications in peer-reviewed journals, experience on panels that develop medical standards, and a record of leadership activities in transportation safety and medical professional organizations.

MRB members are special government employees under the Federal Advisory Committee Act of 1972, Public Law 92–463. While attending meetings or conducting business of the Committee, expenses for travel and subsistence or per diem allowances will be paid by FMCSA.

Applications should be submitted online at *http://www.mrb.fmcsa.dot.gov.* For additional information, please contact Jennifer Musick at 703–998–0189, extension 237, or via e-mail at *contactmrb@dot.gov.* FMCSA will accept applications through August 17, 2009, and will periodically call for applications as the MRB work continues.

Issued on: June 29, 2009.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E9–16888 Filed 7–15–09; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Federal Aviation Administration (FAA) Sponsored Technical Standard Order (TSO) National Workshop

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of national public workshop.

SUMMARY: This FAA sponsored workshop will bring together individuals from FAA Headquarters, Certification Directorates, including the Aircraft Certification Offices, Industry and other Aviation Authorities including the European Aviation Safety Agency (EASA), and Transport Canada Civil Aviation (TCCA) for a collaborative discussion about TSO/European (E)TSO programs.

The workshop will include presentations on:

- The Technical Standard Order (TSO) and European Technical Standard Order (ETSO) programs, which will include discussions on:
- An overview of the data from the TSOA Holder evaluations;
- Survey results on the TSO program;
- Gaps in the TSO/ETSO programs;
- Future Initiatives.

Who should attend:

- Aviation Authorities who work with TSOs/ETSOs.
- Industry participants who work with TSOs/ETSOs, including:
- Avionics manufacturers;
- TSO/ETSO installers (*i.e.* Original Equipment Manufacturers (OEMs) and Supplemental Type Certificate (STC) holders).

DATES:

2009—WORKSHOP SCHEDULE

Tuesday	September 1	Aviation Authorities Only (FAA, EASA, TCCA) 8:30 a.m.–4 p.m.
Wednesday	September 2	Open to all 8:30 a.m.–4 p.m.
Thursday	September 3	Aviation Authorities Only (FAA, EASA, TCCA) 8:30 a.m.–4 p.m.

ADDRESSES: The workshop will be held at the FAA Southern Regional Office, located at 1701 Columbia Ave., College Park, GA 30337.

WORKSHOP INFORMATION: Attendance at the conference will be limited to 350 participants. There is no charge for this workshop, however all participants must be registered in advance, no later than August 7, 2009. Agenda, Hotel, and Registration Information will be posted at: *http://www.faa.gov/aircraft/air_cert/design_approvals/tso/.* You may e-mail us at: *9–AWA–AVS–TSO–Workshop@faa.gov* if you have questions.

Issued in Washington, DC, July 9, 2009.

Susan J. M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. E9–16809 Filed 7–15–09; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 of the Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Norfolk Southern Corporation

[Waiver Petition Docket Number FRA–2009–0064]

Norfolk Southern Corporation (NS) has petitioned FRA for a waiver from 49 CFR 213.113(a) to permit variance from the accepted practice of stop/start rail test hand verification for a continuous rail test pilot project. The pilot project will be conducted for a period of 2 years on all main line tracks of the CNO & TP on the Central division between Cincinnati, Ohio and Chattanooga, Tennessee, milepost limits 2.4 to 338.2. NS also states that prior to beginning the pilot project, the Central division main tracks will be rail tested with a conventional stop/start rail test vehicle and any normally scheduled intervals during the pilot project will be maintained by convention stop/start rail test vehicle.

The continuous high speed rail test vehicle will be a self propelled rail-bound ultrasound Sperry car operating at speeds up to 25 miles per hour in non-stop mode making weekly runs. Upon completion of each run, data will

be analyzed offline by a group of experts with experience in this process. The analysis will categorize and prioritize suspect defect locations. Three teams of verifiers will then be sent out with field instruments to check locations based upon GPS coordinates. Locations will be checked 60 feet; either side of suspect GPS point. Remedial actions will be applied as per CFR 213.113 for confirmed rail defects.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA–2009–0064) and may be submitted by any of the following methods:

- *Web site: http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12–140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue, SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at *http://www.regulations.gov.*

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Issued in Washington, DC, on July 10, 2009.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E9–16919 Filed 7–15–09; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2000–7918; FMCSA–2000–8398; FMCSA–2002–13411; FMCSA–2003–14504; FMCSA–2006–25246]

Qualification of Drivers; Exemption Renewals; Vision

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA previously announced its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 19 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 exemptions will provide a level of safety that will be equivalent to, or greater than, the level of safety maintained without the exemptions for these commercial motor vehicle (CMV) drivers.

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.

SUPPLEMENTARY INFORMATION:

Electronic Access

You may see all the comments online through the Federal Document Management System (FDMS) at *http://www.regulations.gov.*

Background

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. The comment period ended on June 3, 2009.

Discussion of Comments

FMCSA received no comments in this proceeding.

Conclusion

The Agency has not received any adverse evidence on any of these drivers that indicates that safety is being compromised. Based upon its evaluation of the 19 renewal applications, FMCSA renews the Federal vision exemptions for William E. Beckley, Michael C. Boyne, Clifford D. Carpenter, Timothy H. DuBois, Alf M. Gronstedt, Dennis K. Harris, Donald E. Howell, Tommy T. Hudson, William D. Johnson, Phillip L. Mangen, Tommy R. Masterson, Clarence M. Miles, Steven M. Montalbo, Vincent Rubino, Randy G. Spilman, Wyatt W. Thayer, Jr., Thomas S. Thompson, Mikiel J. Wagner, and Robert A. Wegner.

In accordance with 49 U.S.C. 31136(e) and 31315, each renewal exemption will be valid for 2 years unless revoked earlier by FMCSA. The exemption will be revoked 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 and 31315.

Issued on: July 7, 2009.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E9–16588 Filed 7–15–09; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket ID FMCSA–2009–0121]

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 23 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.