

Issued in Washington, DC, on August 15, 2008.

**Pamela Hamilton-Powell,**  
*Director, Office of Rulemaking.*

#### PETITIONS FOR EXEMPTION

*Docket No.:* FAA–2008–0370.

*Petitioner:* Federal Express Corporation.

*Section of 14 CFR Affected:* 14 CFR 121.651(b)(2).

*Description of Relief Sought:* FedEx seeks an exemption from § 121.651(b)(2) which would allow for a FAA-certified Enhanced Flight Vision System (EFVS) equipped FedEx aircraft and a properly trained FedEx flight crew to continue an approach past the final approach fix, or where the final approach fix is not used, begin the final approach segment of a straight-in instrument approach procedure—even if the latest weather report for that airport issued by the U.S. National Weather Service, a source approved by the Administrator, reports the visibility to be less than the visibility minimums for that procedure.

[FR Doc. E8–19237 Filed 8–19–08; 8:45 am]

**BILLING CODE 4910–13–P**

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### Notice of Policy Regarding Runway Closures During the Winter Season

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

**ACTION:** Notice of Availability of proposed operational criteria, request for comments.

**SUMMARY:** FAA is proposing to amend Advisory Circular 150/5200–30, *Airport Winter Safety and Operations*, to establish new operational criteria for the closure of runways (paragraph 5–5) due to inclement weather during the winter season. The proposed operational criteria specify those events associated with winter contaminated runways that trigger airport operators to implement runway closure procedures. A subsequent requirement associated with the implementation of such closures is the timely notification of airport users and the public by issuance of a Notice to Airmen (NOTAM). To ensure that the intent of this safety initiative is attained, the airport's *Snow and Ice Control Plan*, required per 14 CFR Part 139, *Certification of Airports*, should contain a formal memorandum-of-understanding between the airport traffic control tower and the airport operator that covers at a minimum (1) that the airport traffic control tower will

transmit timely needed information to the airport operator, such as, all pilot braking action reports of “POOR” and “NIL” and (2) procedures that the airport traffic control tower will follow upon the airport operator's decision to close a runway. The draft advisory circular is available for downloading at [http://www.faa.gov/airports\\_airtraffic/airports/resources/draft\\_advisory\\_circulars/](http://www.faa.gov/airports_airtraffic/airports/resources/draft_advisory_circulars/)

**DATES:** Comments must be received before September 15, 2008.

**ADDRESSES:** You may send comments by any of the following methods:

*E-mail:* [rick.marinelli@faa.gov](mailto:rick.marinelli@faa.gov).

*Fax:* 202–267–3688.

*Mail:* Federal Aviation Administration, Office of Airport Safety and Standards, Airport Engineering Division, AAS–100, Room 621, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** George I. Legarreta, Federal Aviation Administration, Office of Airport Safety and Standards, Airport Engineering Division, AAS–100, Room 621, 800 Independence Avenue, SW., Washington, DC 20591. Telephone: 202–267–8766.

**SUPPLEMENTARY INFORMATION:** The aviation industry and FAA are working jointly within the *Takeoff and Landing Performance Assessment Aviation Rulemaking Committee* to define the various conditions associated with the necessity for a runway closure during the winter season. An expected outcome of the joint effort is issuance of a *Paved Runway Safety Assessment Matrix* for use by airport operators for decision making. The matrix will associate runway surface conditions, pilot braking action reports, and other secondary criteria, with the industry accepted practices of describing runway frictional qualities, namely, GOOD–MEDIUM–POOR–NIL. The FAA plans to incorporate the committee's matrix in a future revision to the above referenced advisory circular.

Issued in Washington, DC on August 14, 2008.

**Rick Marinelli,**

*Manager, Airport Engineering Division, AAS–100.*

[FR Doc. E8–19270 Filed 8–19–08; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Highway Administration

##### Environmental Impact Statement: Los Angeles County, California

**AGENCY:** Federal Highway Administration (FHWA).

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that a Draft Environmental Impact Statement will be prepared for a proposed highway improvement project on Interstate 710 (Ocean Boulevard to State Route 60—a distance of approximately 18 miles) in Los Angeles County, California.

**FOR FURTHER INFORMATION CONTACT:** Ronald Kosinski, Deputy District Director, Division of Environmental Planning, District 7, 100 South Main Street, Suite 100, Los Angeles, CA 90012, (213) 897–0703.

**SUPPLEMENTARY INFORMATION:** Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans will prepare an Environmental Impact Statement (EIS) on a proposal to for constructing freeway improvements to Interstate 710 (I–710) from Ocean Boulevard to State Route 60 in Los Angeles County, California. The project consists of improving I–710 to accommodate a freight movement corridor and/or general purpose lanes. Depending on the alternative selected, the project may also include modifications to the I–405, State Route 91, I–105, State Route 60, and I–5 interchanges. A Major Corridor Study (MCS) for the project was completed in March 2005. It identified ten general purpose lanes next to a separated four-lane freight movement facility as the Locally Preferred Strategy (LPS).

The purpose of the proposed project is to (1) Improve air quality and public health, (2) improve traffic safety, (3) address design deficiencies, (4) address projected traffic volumes, (5) address projected growth in population, employment, and economic activities related to goods movement.

Alternatives under consideration include:

- No Build.
- Transportation Systems

Management/Transportation Demand Management (TSM/TDM) and Transit—may include up to eight new ramp meters, improved signage, parking

restrictions on major arterials, empty container management through policies and incentives, implementation of truck emission/safety enforcement facilities, expanded public transportation, and an expanded Intelligent Transportation System (ITS) to include entire study area.

- Alternative Goods Movement Technology.
- Arterial Highway and I-710 Congestion Relief Improvements.
- I-710 Mainline Improvements.
  - Option A—10 general-purpose lanes with no carpool lanes.
  - Option B—eight general-purpose lanes with one carpool lane in each direction (total of 10).
- Locally Preferred Strategy Hybrid Design (I-710 Mainline Improvements with the addition of a separated four lane freight movement facility)—Includes ten general purpose lanes next to a separated four lane freight movement facility from the Ports of Los Angeles and Long Beach (Ocean Boulevard) to the UP and BNSF intermodal yards southeast of the I-710/I-5 interchange. This alternative is a community-based recommendation from the previous I-710 Major Corridor Study: Major Opportunity /Strategy Recommendations and Conditions.

These basic alternatives will have additional design variations, which provide optional lane use (general purpose, High Occupancy Vehicle, Transportation Systems Management), optional on and off ramp modifications, and other engineering details. These alternatives may be refined, combined with various different alternatives, or be removed from further consideration, as more analysis is conducted on the project alternatives.

Analysis supporting the EIS will determine the type of facility necessary to meet the existing and future transportation needs in the corridor.

The following permits may be required to construct the proposed project:

- U.S. Army Corps of Engineers Section 404 permit.
- Section 401 Water Quality Certification from the California Regional Water Quality Control Board.
- 1602 Streambed Alteration Agreement from the California Department of Fish and Game.
- Incidental take permit from the United States Fish and Wildlife Service (USFWS).
- Incidental take permit from the National Oceanic and Atmospheric Administration (NOAA) Fisheries.
- State Coastal Development Permit.
- Federal Coastal Zone Management Act Consistency Determination.

- Encroachment permits from the various cities in which project construction would occur.

Caltrans is holding public scoping meetings to provide an overview of the project, summary of the environmental process and issues addressed, and receive input regarding environmental issues and the suggested scope and content of the EIR. An Agency Scoping Meeting will be held on September 10, 2008 from 2 p.m. to 4 p.m., followed by a Public Scoping Meeting from 6:30 p.m. to 8:30 p.m. at Progress Park in the City of Paramount. Two additional Public Scoping Meetings will be held on September 9, 2008 at Rowen Elementary School in East L.A. and September 11, 2008 at Cabrillo High School in Long Beach from 6:30 to 8:30 p.m.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Participating Agencies, tribal governments and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. It is anticipated that the Draft EIS will be available for public and agency review and comment in mid-2010. Public meetings will be held in study area communities in the summer of 2010. In addition, public hearings will be held. Public notice will be given for the time and place of the public meetings and hearings. The EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action is addressed and all significant concerns are identified, comments and suggestions are invited from all interested parties. Comments or questions about this proposed action and the EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Nancy E. Bobb,**

*Director, State Programs, Federal Highway Administration, Sacramento, California.*  
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**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT.

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

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 seq.), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 9, 2008, and comments were due by August 8, 2008. No comments were received.

**DATES:** Comments must be submitted on or before September 19, 2008.

**FOR FURTHER INFORMATION CONTACT:** Joanne Spittle, Maritime Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590. Telephone: 202-366-5979; or *e-mail:* [joanne.spittle@dot.gov](mailto:joanne.spittle@dot.gov). Copies of this collection also can be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

*Title:* Application for Waiver of the Coastwise Trade Laws for Small Passenger Vessels.

*OMB Control Number:* 2133-0529.

*Type of Request:* Extension of currently approved collection.

*Affected Public:* Small passenger vessel owners who desire to operate in the coastwise trade.

*Forms:* None.

*Abstract:* Owners of small passenger vessels desiring waiver of the coastwise trade laws affecting small passenger vessels will be required to file a written application and justification for waiver to the Maritime Administration (MARAD). The agency will review the application and make a determination whether to grant the requested waiver.

*Annual Estimated Burden Hours:* 100 hours.

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

*Comments Are Invited on:* Whether the proposed collection of information