

(OMB) to approve a new information collection. The FAA would amend the regulations governing flight data recorders to increase the number of digital flight data recorder parameters for certain Boeing airplanes.

**DATES:** Please submit comments by November 18, 2008.

**FOR FURTHER INFORMATION CONTACT:**

Carla Mauney on (202) 267-9895, or by e-mail at: [Carla.Mauneyfaa.gov](mailto:Carla.Mauneyfaa.gov).

**SUPPLEMENTARY INFORMATION:**

**Federal Aviation Administration (FAA)**

*Title:* Revisions to Digital Flight Data Recorder Regulations for Boeing 737 Airplanes and for All Part 125 Airplanes.

*Type of Request:* Reinstatement, without change, of a previously approved collection.

*OMB Control Number:* 2120-0616.

*Form(s):* There are no FAA forms associated with this collection.

*Affected Public:* A total of 2,960 Respondents.

*Frequency:* This is a passive information collection.

*Estimated Average Burden per Response:* This is a passive information collection activity. Responses are recorded automatically in the aircraft's digital flight data recorder.

*Estimated Annual Burden Hours:* An estimated 1 hour annually.

*Abstract:* The FAA would amend the regulations governing flight data recorders to increase the number of digital flight data recorder parameters for certain Boeing airplanes. This change is based on safety recommendations from the National Transportation Safety Board following its investigations of two accidents and several incidents involving 737s.

*Addresses:* Send comments to the FAA at the following address: Ms. Carla Mauney, Room 712, Federal Aviation Administration, IT Enterprises Business Services Division, AES-200, 800 Independence Ave., SW., Washington, DC 20591.

*Comments are invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on September 12, 2008.

**Carla Mauney,**

*FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.*

[FR Doc. E8-21812 Filed 9-18-08; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Public Notice for Waiver of Aeronautical Land-Use Assurance; Mansfield Lahm International Airport, Mansfield, OH**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The Federal Aviation Administration (FAA) is considering a proposal to change a portion of the airport from aeronautical use to non-aeronautical use and to authorize the sale of the airport property. The proposal consists of the sale of two areas adjacent to one another of vacant land with few trees remaining along old property lines and at the edge of the approach surface, and owned by the City of Mansfield. The Parcels (#47 and 0-1) is approximately 21.571 acres. There are no impacts to the airport by allowing the airport to dispose of the property. The proposed land for release is vacant and not required for future airport development. The intended land use is for the expansion of the Gorman-Rupp Company along Harrington Memorial Road. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA. The disposition of proceeds from the disposal of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

**DATES:** Comments must be received on or before October 20, 2008.

**FOR FURTHER INFORMATION CONTACT:**

Stephanie Swann, Program Manager, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus,

Michigan 48174. Telephone Number: (734) 229-2945/FAX Number: (734) 229-2950. Documents reflecting this FAA action may be reviewed at this same location or at Mansfield Lahm International Airport, Mansfield, Ohio.

**SUPPLEMENTARY INFORMATION:** Following is a legal description of both properties situated in the State of Ohio, County of Richland, City of Mansfield, located in the Northeast Quarter of Section 3, Township 21 North, Range 18 West, and described as follows:

(Legal Description of Property).

**Parcel 0-1**

Beginning at a concrete monument found at the Southwest corner of said Northeast Quarter of Section 3, said being the Northeasterly corner of a parcel of land now owned by The Gorman-Rupp Company of record in Official Record Volume 514, Page 50;

Thence North 01°28'00" West, a distance of 1270.74 feet along the westerly line of said Northeast Quarter of Section 3, to a concrete monument found on the Southerly right-of-way line of Airport Road South;

Thence the following two (2) courses and distances along and southerly right-of-way line of Airport Road South:

1. Thence North 89°01'07" East, a distance of 10.88 feet to an iron pin;

2. Thence South 66°22'53" East, a distance of 29.86 feet to a point at the northwesterly center of the 4.586 acre tract (clear zone);

Thence South 34°30'27" East, a distance of 1133.89 feet along the southwesterly line of said 4.586 acre tract to a point on a curve in the westerly right-of-way line of State Route 13, at the southerly corner of said 4.586 acre tract;

Thence along said westerly right-of-way line of State Route 13, with a curve to the right, having a radius of 2850.96 feet, a central angle of 06°29'06" an arc length of 322.68 feet, the chord to which bears South 16°45'09" West, a chord distance of 322.51 feet to an iron pin;

Thence South 88°25'00" West, a distance of 555.32 feet to the Point of Beginning, containing 11.870 acres, more or less, being subject to all legal highways and easements of record.

**Parcel 47**

Being known as a part of the Northwest Quarter of Section No. 3, Township 21 North, Range 18 West and more fully described as follows:

Commencing at a concrete monument found at the Southeast corner of the Northwest Quarter of Section No. 3, said concrete monument also being at the Southeast corner of a parcel of land now owned by The Gorman-Rupp Company,

as recorded in Official Record Volume 517, Page 79 of the Richland County Deed Records;

Thence North 01°28'00" West, along the East Line of the Northwest Quarter of Section No. 3 and passing thru an iron pin found at 323.58 feet, a total distance of 423.58 feet to an iron pin found at the Northeast corner of the right-of-way for Rupp Avenue, said iron pin also being the true place of beginning of the parcel herein described;

Thence South 88°29'32" West, along the North right-of-way line of Rupp Avenue, a distance of 100.00 feet to an iron pin found;

Thence South 01°28'00" East, along the right-of-way line of Rupp Avenue, a distance of 20.00 feet to an iron pin found;

Thence South 88°29'32" West, along the North right-of-way line of Rupp Avenue, a distance of 848.64 feet to an iron pin set, said iron pin also being at the Southwest corner of a parcel of land now owned by Milark Industries, Inc., as recorded in Official Record Volume 306, Page 179 of the Richard County Deed Records;

Thence North 01°28'00" West, along the East line of said Milark Industries, Inc., lands a distance of 418.98 feet to an iron pin set;

Thence North 88°29'32" East, a distance of 938.94 feet to an iron pin set, said iron pin also being on the East line of the Northwest Quarter of Section No. 3;

Thence South 01°28'00" East, along the East line of said Northwest Quarter, a distance of 399.10 feet to the true place of beginning, containing 9.029 acres, but subject to all legal highways and easements of record.

Issued in Romulus, Michigan, on August 13, 2008.

**Matthew J. Thys,**

*Manager, Detroit Airports District Office, FAA, Great Lakes Region.*

[FR Doc. E8-21806 Filed 9-18-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Kern County, CA

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

**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 an Environmental

Impact Statement (EIS) will be prepared for the proposed Centennial Corridor highway project in Kern County, California.

**FOR FURTHER INFORMATION CONTACT:** Sarah Gassner, Senior Environmental Planner, Southern Sierra Environmental Analysis Branch, Caltrans, 2015 E. Shields Avenue, Suite 100, Fresno, California 93726 or call (559) 243-8243.

**SUPPLEMENTARY INFORMATION:**

Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans as the delegated National Environmental Policy Act (NEPA) agency will prepare an EIS on a route adoption study to extend State Route 58 westerly to connect to Interstate 5, in Kern County, California. In addition, this EIS would provide environmental compliance documentation for construction of the project from State Route 58 to Heath Road. For purposes of the EIS, the project, known as the Centennial Corridor, is being evaluated in three segments. Two of the segments, from Interstate 5 to Heath Road and from Heath Road to Mohawk Street (Westside Parkway), have been the subject of previous NEPA documents. This EIS will incorporate by reference the previous documents: Final Route 58 Route Adoption Project, A Tier 1 Environmental Impact Statement/ Environmental Impact Report (Tier 1 EIS/EIR) (2002) and the Westside Parkway Environmental Assessment/ Final Environmental Impact Report (EA/ FEIR) (2006). This EIS will serve as a revalidation of the previous analysis.

The final segment of the Centennial Corridor, from Mohawk Street to State Route 58, will be evaluated at a construction level of analysis and will address multiple alternatives. Alternative alignments currently being evaluated include options west of State Route 99, east of State Route 99, and parallel to State Route 99, as well as a "No Build" alternative, a transit alternative, and a transportation systems management alternative. All of the build alternative alignments would connect State Route 58 to the east end of the Westside Parkway project. Caltrans will continue to screen the alternatives identified through the scoping process and only carry forward those alternatives that are considered viable for evaluation in the EIS. The following alternatives are currently under consideration: Alternative A proposes to construct a new freeway west of the State Route 58/99 interchange. The alignment would travel in a westerly direction for approximately one mile on

the south side of Stockdale Highway, at which point it would turn in a northwesterly direction and span the Carrier Canal, Truxtun Avenue, and the Kern River. The proposed route would then connect to the Westside Parkway alignment between Mohawk Street and Coffee Road. The total length of the project from the existing State Route 99/ State Route 58 interchange to Interstate 5 utilizing Alternative A would be approximately 16.31 miles.

Alternative B proposes to construct a new freeway west of the State Route 58/ 99 interchange. The alignment would travel in a westerly direction for approximately one-half mile on the south side of Stockdale Highway, at which point it would turn to the northwest, span the Carrier Canal, Truxtun Avenue, and the Kern River. Alternative B would connect to the Westside Parkway alignment at the Mohawk Street interchange. The total length of the project from the existing State Route 99/State Route 58 interchange to Interstate 5 utilizing Alternative B is approximately 16.61 miles.

Alternative C proposes to connect existing State Route 58 to the Westside Parkway by means of routing new lanes adjacent and parallel to existing State Route 99. These additional lanes would run parallel to and independent of State Route 99. Movements between State Route 58, State Route 99 and the Westside Parkway would likely be facilitated by braided ramps and freeway-to-freeway connector ramps. The total length of the project from State Route 99 to Interstate 5 utilizing Alternative C is approximately 18.51 miles.

Alternative D proposes to construct a new freeway in the vicinity of Union Avenue (State Route 204). The roadway would extend north from State Route 58 for approximately one mile, where it would turn to the west and run parallel to the Burlington Northern Santa Fe railroad tracks. Alternative D would connect to the Westside Parkway alignment at the new interchange at Mohawk Street. The total length of the project from State Route 58 at Union Avenue to Interstate 5 is approximately 18.98 miles.

The "No Build" alternative, would not construct any improvements. State Route 58—East would continue to end at State Route 99 where it would jog to the north to tie into State Route 58—West (Rosedale Highway). The Westside Parkway would be constructed as a local facility, but would not connect to State Route 58, State Route 99, or Interstate 5.

Alternative M would evaluate Transit and Transportation Systems