the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for LAS, effective on June 9, 2008. The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to FAR Part 150 requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before December 6, 2008.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, National Headquarters, Planning and Environmental Division, APP–400, 800 Independence Avenue, SW., Room 615E, Washington, DC 20591;

Federal Aviation Administration, Western-Pacific Region Office, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, California 90261;

Federal Aviation Administration, Western Pacific Region, San Francisco Airports District Office, 831 Mitten Road, Suite 210, Burlingame, California 94010;

Randall H. Walker, Director of Aviation, Clark County Department of Aviation, P.O. Box 11005, Las Vegas, Nevada 89111–1005.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, California on June 9, 2008.

Winsome A. Lenfert,

Acting Manager, Airports Division, AWP–600, Western-Pacific Region.

[FR Doc. E8–13542 Filed 6–18–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Bristol County, MA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Cancellation of the Notice of Intent.

SUMMARY: This notice rescinds the previous Notice of Intent (issued October 9, 1985) to prepare an Environmental Impact Statement for a proposed bridge replacement project—the Elm St and Center St (Berkley-Dighton) Bridge over the Taunton River—in Bristol County, Massachusetts.

FOR FURTHER INFORMATION CONTACT: John McVann, Field Operations Team Leader, Federal Highway Administration, Massachusetts Division Office, 55 Broadway, 10th floor, Cambridge, MA 02142, Telephone: (617) 494–2521—or—Diane Madden, Sr. Project Manager, Massachusetts Highway Department, Environmental Services, 10 Park Plaza, Room 4260, Boston, MA 02116, Telephone (617) 973–7477.

SUPPLEMENTARY INFORMATION: The proposed project has changed dramatically from the mid-1980s when FHWA determined that except for the historical aspects of the project the proposed action would be classified as a categorical exclusion. Early proposals including new fixed bridges over 20' in height on northern or southern alignment, negatively impacting the adjacent Bridge Village National Register-eligible Historic District. In 2000, noting extensive changes in the district close to the bridge, FHWA concurred with a MassHighway petition to de-list the district, which was later redrawn, retaining the bridge as a contributing element. Early in 2006, MassHighway presented its current proposal to acclaim, proposing to replace the bridge on its existing alignment, providing a Temporary Bridge on southern alignment to allow public safety mutual aid and vehicular travel. The proposed fixed bridge will be 7 feet taller than the existing movable bridge in closed position. This proposal reduces impacts to the surrounding area, including the re-drawn Bridge Village National Register-eligible Historic District. For these reasons, FHWA believes that the proper class of action for the current proposal is a Categorical Exclusion.

Richard J. Marquis,

Assistant FHWA Division Administrator, Cambridge, MA.

[FR Doc. E8–13495 Filed 6–18–08; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

[Docket Number FRA–2008–0064]

Applicant: Portland and Western Railroad, Inc., Mr. Paul A. Zalec, Vice President Passenger Operations, 650 Hawthorne Avenue, SE., Suite 220, Salem, Oregon 97301.

The Portland and Western Railroad, Inc. (PWRR) seeks relief from the requirements of the Rules, Standards, and Instructions, Title 49 CFR, Part 236, Section 236.513(a), Audible Indicator, for its planned Wilsonville to Beaverton commuter rail project, to the extent that PWRR be permitted to utilize a cab signal system that does not contain any onboard acknowledgment device beyond the acknowledgment received from movement of brake control(s). The location of the request is from Wilsonville, Oregon, on the former Oregon Electric Railway, Oregon Electric Subdivision milepost (MP) 42.8 to Beaverton, OR, Tillamook District, MP 755.50, a distance of approximately 15.3 route miles.