

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.*

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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