

were in compliance with applicable requirements. On February 26, 2008, the FAA approved the Baltimore/Washington International Thurgood Marshall Airport noise compatibility program update. All of the recommendations of the program were approved.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Baltimore/Washington International Thurgood Marshall Airport noise compatibility program update is February 26, 2008.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Mendelsohn, Eastern Region, Washington Airports District Office, Federal Aviation Administration, 23723 Air Freight Lane, Suite 210, Dulles, Virginia 20166, Telephone: 703-661-1362. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the noise compatibility program for Baltimore/Washington International Thurgood Marshall Airport, effective February 26, 2008.

Under section 47504 of the Act, an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing

the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Dulles, Virginia.

MAA submitted to the FAA on October 1, 2007, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from January 2003 through December 2003. The Baltimore/Washington International Thurgood Marshall Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 3, 2006. Notice of this determination was published in the **Federal Register** on April 17, 2006 (71 FR 19782).

The Baltimore/Washington International Thurgood Marshall Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from February 2008 to (or beyond) the year 2010. It was requested that the FAA evaluate and approve this material as a

noise compatibility program as described in section 47504 of the Act. The FAA began its review of the program on October 18, 2007 and was required by a provision of the Act to approve or disapprove the program within 180 days. Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained four (4) proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective February 26, 2008.

Outright approval was granted for four Noise Abatement Measures. The approved measures included such items as: Update the noise rule for Runway 15L/33R; Voluntary residential property acquisition; Homeowners assistance program and Noise Monitoring System.

These determinations are set forth in detail in the Record of Approval signed by the Division Manager on February 26, 2008. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the MAA. The Record of Approval also will be available on-line at: [http://www.faa.gov/airports\\_airtraffic/airports/environmental/airport\\_noise/](http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/).

Issued in Dulles, Virginia on February 26, 2008.

**Terry J. Page,**

*Manager, Washington Airports District Office.*

[FR Doc. E8-4938 Filed 3-13-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Fifty-first Meeting, RTCA Special Committee 135: Environmental Conditions and Test Procedures for Airborne Equipment**

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

**ACTION:** Notice of RTCA Special Committee 135 meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 135: Environmental Conditions and Test Procedures for Airborne Equipment.

**DATES:** The meeting will be held March 11-13, 2008, starting at 9 am.

**ADDRESSES:** The meeting will be held at Honeywell Aerospace, 21111 N. 19th Ave., Presentation Room A, Phoenix, AZ.

**FOR FURTHER INFORMATION CONTACT:** (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; web site <http://www.rtca.org>; Mike Kroeger, (E) [mike.kroeger@honeywell.com](mailto:mike.kroeger@honeywell.com).

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 135 meeting. The agenda will include:

- March 11-13;
- Opening Session (Welcome, Chairman's Opening Remarks, Introductions).
- Approval of Summary from the Fiftieth Meeting, RTCA Paper No. 292-SC135-665.
- Report on PMC Meeting and Release of DO-160F.
- My presentation.
- Change Summary.
- Status of SC 21-16F.
- Discuss & Approve Updated Terms of Reference.
- Review Change Proposals for DO-160G/Ed-14G.
- Deferred Comments: 1-59.
- New Comments.
- Update from Section 16 & 21 Working Groups Meetings.
- New/Unfinished Business.
- Review & Revise Process & Procedures for Change for DO-160G.
- Remove some of the human involvement (chairman and webmaster).
- Automate number assignment & log updates.
- Closing Plenary Session (Date and Place of Next Meeting).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Members of the public may present a written statement to the committee at any time.

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

**Francisco Estrada C.,**  
RTCA Advisory Committee.

[FR Doc. E8-4925 Filed 3-13-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Cancellation of Environmental Impact Statement; Fort Bend County, TX

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

**ACTION:** Cancellation of SH 122 EIS.

**SUMMARY:** In Vol. 67, No. 179/Monday, September 16, 2002/Notices, FHWA issued a Notice of Intent to advise the public that an Environmental Impact Statement (EIS) would be prepared for the proposed SH 122 roadway between SH 6 and SH 99 in Fort Bend County, Texas. The project is now cancelled; therefore, no further project activities will occur.

**FOR FURTHER INFORMATION CONTACT:** Mr. Donald E. Davis, Federal Highway Administration, Texas Division, 300 East 8th Street, Room 826, Austin, Texas 78701, Telephone (512) 536-5960.

Issued on: March 7, 2008.

**Donald E. Davis,**

*District Engineer, FHWA Texas Division.*

[FR Doc. E8-4994 Filed 3-13-08; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Manatee County, FL

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

**ACTION:** Notice of Cancellation of Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice of cancellation to advise the public that we are no longer lead Federal Agency for preparation of an Environmental Impact Statement (EIS) for a proposed highway project in Manatee County, Florida. This is formal cancellation of the Notice of Intent that was published in the **Federal Register** on January 21, 2004.

**FOR FURTHER INFORMATION CONTACT:** Mr. George Hadley, Environmental Programs Coordinator, Federal Highway Administration, 545 John Knox Road, Suite 200, Tallahassee, Florida 32303, Telephone (850) 942-9650 extension 3011.

**SUPPLEMENTARY INFORMATION:** The notice of intent to prepare an EIS for a proposed roadway/bridge project on Upper Manatee River Road, from SR 64 to U.S. 301, a distance of approximately 6 miles, is rescinded.

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

Issued on: March 5, 2008.

**George B. Hadley,**

*Environmental Programs Coordinator,*  
*Tallahassee, Florida.*

[FR Doc. E8-4942 Filed 3-13-08; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2006-25756]

#### Commercial Driver's License Standards: Application for Exemption; Volvo Trucks North America (Volvo)

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

**ACTION:** Notice of application for exemption; request for comments.

**SUMMARY:** FMCSA announces that Volvo Trucks North America (Volvo) has applied for an exemption from the Federal requirement for a driver of commercial motor vehicles (CMVs) to hold a commercial drivers license (CDL). Volvo requests that the exemption cover three Swedish field test engineers who will test-drive CMVs for Volvo within the United States. These three Volvo employees all hold a valid Swedish CDL. Volvo states the exemption is needed to support a Volvo field test to meet future clean air standards, to test-drive Volvo prototype vehicles to verify results in "real world" environments, and to deliver the vehicles if necessary in the United States. Volvo believes the knowledge and skills tests and training program that Swedish drivers undergo to obtain a Swedish CDL ensures the exemption would provide a level of safety that is equivalent to, or greater than, the level of safety obtained by complying with the U.S. requirements for a CDL.

**DATES:** Comments must be received on or before April 14, 2008.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System Number FMCSA-2006-25756 by any of the following methods:

- *Web site:* [www.regulations.gov](http://www.regulations.gov). Follow the instructions for submitting comments on the Federal electronic docket site.

- *Fax:* 1-202-493-2251.