

Dated: September 30, 2008.

Sandy K. Baruah,

Acting Administrator.

[FR Doc. E8-23695 Filed 10-6-08; 8:45 am]

BILLING CODE 8025-01-P

SOCIAL SECURITY ADMINISTRATION

[Docket No. SSA-2008-0056]

Future Systems Technology Advisory Panel Meeting

AGENCY: Social Security Administration (SSA).

ACTION: Notice of Inaugural Meeting.

DATES: October 23, 2008, 8:30 a.m.–5 p.m. and October 24, 2008, 8:30 a.m.–12 p.m.

Location: L'Enfant Plaza Hotel.

ADDRESSES: 480 L'Enfant Plaza SW., Washington, DC 20024.

SUPPLEMENTARY INFORMATION:

Type of meeting: The meeting is open to the public.

Purpose: The Panel, under the Federal Advisory Committee Act of 1972, as amended, (hereinafter referred to as “the FACA”) shall report to and provide the Commissioner of Social Security independent advice and recommendations on the future of systems technology and electronic services at the agency five to ten years into the future. The Panel will recommend a road map to aid SSA in determining what future systems technologies may be developed to assist in carrying out its statutory mission. Advice and recommendations can relate to SSA's systems in the area of internet application, customer service, or any other arena that would improve SSA's ability to serve the American people.

Agenda: The Panel will meet on Thursday, October 23, 2008 from 8:30 a.m. until 5 p.m. and Friday, October 24, 2008 from 8:30 a.m. to 12 p.m. The agenda will be available on the Internet at <http://www.ssa.gov/fstap/index.htm> or available by e-mail or fax on request, one week prior to the starting date.

During the first meeting the Panel will hear presentations on the status of electronic service delivery, systems technology and customer service issues within SSA; review the Panel charter and operating procedures; hold deliberations and discuss the Panel's organization, operating procedures, and the agenda for the future meetings.

Contact Information: Records are kept of all proceedings and will be available for public inspection by appointment at the Panel office. Anyone requiring information regarding the Panel should contact the staff by:

Mail addressed to SSA, Future Systems Technology Advisory Panel, Room 800, Altmeyer Building, 6401 Security Boulevard, Baltimore, MD 21235-0001; Telephone at 202-358-6126; Fax at 202-358-6079; or E-mail to FSTAP@ssa.gov.

Dated: October 1, 2008.

Dianne L. Rose,

Designated Federal Officer, Future Systems Technology Advisory Panel.

[FR Doc. E8-23743 Filed 10-6-08; 8:45 am]

BILLING CODE 4191-02-P

DEPARTMENT OF STATE

[Public Notice 6385]

Culturally Significant Objects Imported for Exhibition Determinations: “Dresden in Moonlight”

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236 of October 19, 1999, as amended, and Delegation of Authority No. 257 of April 15, 2003 [68 FR 19875], I hereby determine that the object to be included in the exhibition “Dresden in Moonlight,” imported from abroad for temporary exhibition within the United States, is of cultural significance. The object is imported pursuant to a loan agreement with the foreign owner or custodian. I also determine that the exhibition or display of the exhibit object at The Metropolitan Museum of Art, New York, NY, from on or about October 15, 2008, until on or about May 31, 2011, and at possible additional exhibitions or venues yet to be determined, is in the national interest. Public Notice of these Determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, including a list of the exhibit object, contact Julie Simpson, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: (202-453-8050). The address is U.S. Department of State, SA-44, 301 4th Street, SW., Room 700, Washington, DC. 20547-0001.

Dated: September 30, 2008.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. E8-23711 Filed 10-6-08; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Civil Supersonic Aircraft Panel Discussion

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting participation.

SUMMARY: This notice advises interested persons that the FAA is participating in a panel session on civil supersonic aircraft research. The session will include presentations on current research programs and a question and answer session for attendees. The FAA is seeking to raise public awareness of the continuing technological advances in supersonic aircraft technology aimed at reducing the intensity of sonic boom.

DATES: The public session will take place on October 24, 2008. The panel discussion is from 2:30 p.m. to 4:30 p.m. in Rosemont, IL.

ADDRESSES: The symposium is sponsored by the O'Hare Noise Compatibility Commission (ONCC) and will be held at the Hyatt Rosemont Hotel, 6350 N. River Road, Rosemont, IL. Attendance is open to all interested parties, and there are no fees to attend. The FAA panel discussion is the last item on the symposium agenda.

FOR FURTHER INFORMATION CONTACT: Laurette Fisher, Office of Environment and Energy (AEE-100), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; facsimile (202) 267-5594, telephone (202) 267-3561.

Background: Since March 1973, supersonic flight over land by civil aircraft has been prohibited in the United States. The Concorde was the only civil supersonic airplane that offered service to the United States, but that airplane is no longer in service.

The interest in supersonic aircraft technology has not disappeared. Current research is dedicated toward reducing the impact of sonic booms as they reach the ground, in an effort to make overland flight acceptable. Recent research has produced promising results for low boom intensity, and has renewed interest in developing supersonic civil aircraft that could be

considered environmentally acceptable for supersonic flight over land.

The FAA is leading a panel discussion entitled, "State of the Art of Supersonics Aircraft Technology—What has progressed in science since 1973?" The purpose of this panel session is to raise public awareness on advances in supersonic technology, and for the FAA, the National Aeronautics and Space Administration (NASA), and industry to get feedback from interested persons.

Public involvement is essential in any future definition of an acceptable new standard that would allow supersonic flights over land. We anticipate that this will be the first of many meetings informing the public on developments in the research of shaped sonic booms and other technical and environmental challenges that need to be addressed in developing a new supersonic airplane.

The FAA's presentation and panel discussion will take place on Friday, October 24, 2008, as part of the O'Hare Noise Compatibility Commission Symposium. It will be held at the Hyatt Rosemont Hotel, 6350 N. River Road, Rosemont, Illinois.

More information about the O'Hare Noise Compatibility Commission can be found at its Web site, www.oharenoise.org.

Issued in Washington, DC, on September 24, 2008.

Lynne Pickard,

Acting Director of Environment and Energy.

[FR Doc. E8–22898 Filed 10–6–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Emergency Order No. 26, Notice No. 1]

Emergency Order To Restrict On-Duty Railroad Operating Employees' Use of Cellular Telephones and Other Distracting Electronic and Electrical Devices

SUMMARY: This is an emergency order to restrict on-duty railroad operating employees from improperly using cellular telephones and other distracting electronic and electrical devices.

FOR FURTHER INFORMATION CONTACT:

Douglas H. Taylor, Staff Director, Operating Practices Division, Office of Safety Assurance and Compliance, FRA, 1200 New Jersey Avenue, SE., RRS–11, Mail Stop 25, Washington, DC 20590 (telephone 202–493–6255); or Ann M. Landis, Trial Attorney, Office of Chief Counsel, FRA, 1200 New Jersey Avenue, SE., RCC–12, Mail Stop 10, Washington, DC 20590 (telephone 202–493–6064).

Introduction

The Federal Railroad Administration (FRA) of the United States Department of Transportation (DOT) has determined that public safety compels issuance of this emergency order restricting the improper use by railroad operating employees of certain electronic and electrical devices. Based on the historical record, rail passenger transportation in the United States is an extremely safe mode of transportation. However, recent incidents, including one that has claimed 25 lives, have caused DOT and FRA to have very serious concerns about the safety of the improper usage of cellular telephones (cell phones) and other electronic and electrical devices.

Authority

Authority to enforce Federal railroad safety laws has been delegated by the Secretary of Transportation to the Federal Railroad Administrator. 49 CFR 1.49. Railroads are subject to FRA's safety jurisdiction under the Federal railroad safety laws, 49 U.S.C. 20102, 20103. FRA is authorized to issue emergency orders where an unsafe condition or practice "causes an emergency situation involving a hazard of death or personal injury." 49 U.S.C. 20104. These orders may impose such "restrictions and prohibitions * * * that may be necessary to abate the situation." (*Ibid.*)

Background

Although most railroads have rules or procedures in place that prohibit or restrict the use of electronic devices such as cell phones and personal digital assistants (PDAs), these company rules and procedures have not proven effective in preventing serious train accidents caused by the unsafe use of such devices. That became clear only very recently in a decade-long course of FRA regulatory activity.

FRA Activity

When FRA amended 49 CFR Part 220–Radio Standards and Procedures on January 4, 1999, it was re-titled to "Railroad Communications," to reflect its coverage of other means of wireless communications such as cell phones, data radio terminals, and other forms of wireless communications used to convey emergency and need-to-know information. The revisions to Part 220 were the result of recommendations by the Railroad Safety Advisory Committee's (RSAC) Working Group, which consisted of a diverse group of subject matter experts representing a wide array of railroad industry stakeholders.

In its deliberations, the Working Group examined extensive safety data, discussed how to improve compliance with existing Federal regulations on radio standards and procedures, and considered whether to mandate radios and other forms of wireless communications to convey emergency and need-to-know information. FRA sought comments on whether non-radio wireless communications procedures paralleling the radio procedures in Part 220 should be adopted for cell phones and other wireless devices. Particularly, FRA wanted to know whether on-radio wireless communications had the same opportunities for misunderstanding as radio transmissions and how such procedures would be enforced. After reviewing the comments, FRA decided, at that time, not to promulgate non-radio wireless communications procedures, based primarily on the fact that the Working Group did not consider in depth how to ensure the accuracy and completeness of non-radio wireless communications. Accordingly, in the final rule, FRA addressed only the testing and failure of non-radio wireless communications equipment (see 49 CFR 220.37 and 220.38, respectively).

However, FRA emphasized in the preamble to the final rule that the procedures in section 220.61 (radio transmission of mandatory directives) should be followed even when a cell phone or other form of wireless communication is used to transmit mandatory directives. FRA stated at the time that it reserved the right to revisit the issue of non-radio wireless communications procedures, if necessary.

On March 17, 2004, FRA met with the National Transportation Safety Board (NTSB or Safety Board) at what they termed a "Safety With A Team" (SWAT) meeting. As the result of Safety Recommendation R–03–1, FRA told the Safety Board that it had instructed its inspectors to increase its monitoring of unauthorized use of cell phones, but that enforcement of any regulation in this area would be challenging. FRA stated that it was in the process of gathering copies of enhanced railroad operating rules that strengthened the restrictions railroads placed on the use of cell phones and that it would review all of these rules and procedures governing cell phone use to look for gaps, and consider options, to include the issuance of a FRA Safety Advisory.

FRA also stated to the Board at the SWAT meeting that it would discuss the subject of cell phone usage with members of the full RSAC, and determine what actions, if any, FRA