

property to the full extent authorized by the recently signed Air Transport Agreement between the United States, the European Community and the Member States of the European Community ("US-EU Agreement") to engage in: (1) Charter passenger foreign air transportation between any point or points behind any member state of the European Union via any point or points in any member state and via intermediate points to any point or points in the United States or beyond; (3) charter foreign passenger air transportation between any point or points in the United States and any point or points in any member of the European Common Aviation Area; (3) other charters pursuant to the prior approval requirements; and (4) transportation authorized by any additional route rights that may be made available to European Union carriers in the future.

**Renee V. Wright,**

*Program Manager, Docket Operations,  
Federal Register Liaison.*

[FR Doc. E8-27453 Filed 11-18-08; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements Filed the Week Ending October 24, 2008

The following Agreements were filed with the Department of Transportation under the sections 412 and 414 of the Federal Aviation Act, as amended (49 U.S.C. 1383 and 1384) and procedures governing proceedings to enforce these provisions. Answers may be filed within 21 days after the filing of the application.

*Docket Number:* DOT-OST-2008-0310.

*Date Filed:* October 23, 2008.

*Parties:* Members of the International Air Transport Association.

*Subject: Technical Correction:* Mail Vote 576—Resolution 010e. TC3 Special Passenger Amending Resolution. From Hong Kong SAR (HK) to Japan. (Memo 1243). Intended effective date: 15 November 2008.

**Renee V. Wright,**

*Program Manager, Docket Operations,  
Federal Register Liaison.*

[FR Doc. E8-27454 Filed 11-18-08; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**[Docket No. FAA-2006-25709, Notice No. 93-87; Docket No. FAA-2008-0517, Notice No. 08-05]**

#### Congestion Management Rules for John F. Kennedy International Airport, Newark Liberty International Airport, and LaGuardia Airport

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

**ACTION:** Notice of Limited Slot Allocation demonstration.

**SUMMARY:** This notice announces a meeting to hold a demonstration of the allocation method that the Federal Aviation Administration will use to allocate limited slots for its congestion management rules for John F. Kennedy International Airport, Newark Liberty International Airport, and LaGuardia Airport (Final Congestion Rules). [Docket No. FAA-2008-0517, Notice No. 08-05 and Docket No. FAA-2006-25709, Notice No. 93-87].

**DATES:** The Limited Slot Allocation demonstration is scheduled for December 04, 2008, from 1 p.m. to 4 p.m., Eastern Time.

**ADDRESSES:** The demonstration will be held in the FAA headquarters, 800 Independence Avenue, SW., Washington, DC, in the FAA auditorium.

#### FOR FURTHER INFORMATION, TO RSVP OR TO CONTACT THE AGENCY REGARDING THE

**MEETING:** Molly Smith, Office of Aviation Policy & Plans, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; *Phone* 202-267-3274; *Fax:* (202) 267-3278; *E-mail:* [Molly.w.Smith@faa.gov](mailto:Molly.w.Smith@faa.gov). Please RSVP by November 26, 2008.

**SUPPLEMENTARY INFORMATION:** As discussed in the Final Congestion Rules all operators with more than 20 slots at the affected airports will have a percentage of slots designated as Limited Slots, which will expire prior to the expiration of the Final Congestion Rules. Limited Slot leases will expire over the first five years of the Final Congestion Rules. The number of years of lease duration for Limited Slots would be distributed in a manner that fairly distributes the relative length of lease durations among carriers in proportion to their initial holdings. The Final Congestion Rules designate that carriers identify one-half of their limited slots by hour of the day; the FAA will then choose the remaining 50 percent to fairly distribute the total across the day.

Thereafter, the slot lives for all limited slots would be assigned by FAA.

#### The Limited Slot Allocation

Demonstration is open to the public although reservations are required by November 26, 2008. Seating at the meeting is limited so priority will be given to the Port Authority of New York and New Jersey and the carriers operating at the affected airports.

Persons with a disability requiring special accommodations, such as an interpreter for the hearing impaired, should contact the FAA contact noted above at least ten (10) calendar days prior to the meeting.

**Robert Robeson,**

*Manager, Systems & Policy Analysis Division.*  
[FR Doc. E8-27461 Filed 11-18-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Use of Advanced Information Technologies To Monitor Compliance With Federal Motor Carrier Safety Regulations

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

**ACTION:** Notice of Policy Change.

**SUMMARY:** This notice is to inform the motor carrier community of policy changes regarding the FMCSA's use of advanced information technology.

**DATES:** *Effective Date:* This change in policy is effective December 19, 2008.

**FOR FURTHER INFORMATION CONTACT:** Mr. Lee Zimmerman, Chief, Enforcement and Compliance Division, MC-ECE, Federal Motor Carrier Safety Administration, 1200 New Jersey Ave, SE., Washington, DC 20590. Telephone: 202-366-6830. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays. Web site address: <http://www.fmcsa.dot.gov>.

#### Background

#### Current Policy

In 1997, the FMCSA issued a policy memorandum which limited the use of advanced technology during Agency investigations regarding motor carrier compliance with the Federal Motor Carrier Safety Regulations. The Agency recognized the technologies, which were emerging and being implemented within the industry in 1997, offered positive opportunity to advance operational safety performance. Therefore, the Agency decided to