

ground transportation to conference hotels; (e) arrival welcome for delegates, if any; and (f) traveler assistance services. (4) Hotel rooms and prices: (a) Hotels within one mile of the conference center including facilities, such as wireless internet (WIFI), and restaurants; (b) Hotels farther than one mile from the conference center including facilities, such as WIFI and restaurants; (c) hotel rooms suitable for VIPs; (d) up-to-date safety/security systems; and (e) ability to comply with security checks on employees. (5) Conference facilities: (a) Catering, audio-visual, perimeter security, on-site maintenance, management, medical, and WIFI; (b) dedicated entrance for APEC delegates, if any; (c) meeting rooms; (d) transportation between hotels and conference facilities; (e) spreadsheet with costs of conference facilities for dates indicated; (f) Statement that the facilities are available for conference dates plus four weeks before those dates and one week after; and (g) Lunch facilities within a 15-minute walk of the conference facilities. (6) Letters of support from civic and business groups. (7) Letter of support from conference bureau. (8) Description of local transportation. (9) Security should address the AELM Leaders' conference facilities and hotels only. Please address the following questions: *How will the city provide security for the delegates and VIPs including the U.S. President?* Only the U.S. President and other Heads of Government will have United States Secret Service (USSS) protective details. Each Head of Government will receive protection and a limousine. The Secretary of State has 24/7 Diplomatic Security Service (DS) protection. Heads of delegations that are not Heads of Government would NOT receive USSS protection but, based on threat, *might* receive DS protection. Local Police Departments (PD) normally provide route, motorcade, and intelligence support to the USSS. Local PDs historically have the lead responsibility for providing crowd control, demonstration control and riot response. *If required, will the city block off streets around the conference venue and hotels for Heads of Government?* The conference facility would have tight perimeter and access controls. Security arrangements for hotels are based on threat information relating to the Heads of Government and will be determined on a case-by-case basis by the USSS and Local PD. Not every hotel would necessarily have total perimeter controls. Conversely, a central hotel might meet criteria for closed streets and public access. *How will the city*

fund the extra security required for this conference? Cities that bid on such events must take into account and budget for the extensive costs of Security and Public Safety, as that responsibility lies solely with the host city. The USSS and DS do not reimburse local police for costs of supporting visiting foreign dignitaries. Some cities in the past have been able to obtain funding to offset security costs through Congress when requests for funding support have been initiated by their congressional representatives. This event would likely receive a Department of Homeland Security, Special Event Activity Report (SEAR) Level One. It could possibly receive designation as a National Security Special Event (NSSE) but that would not likely be determined until approximately one year or less prior to the event. The SEAR and NSSE designations are made based on certain criteria by either the DHS Special Event Working Group or the NSSE Working Group (Interagency Security groups that use methodology to determine an event's rating.) Neither designation provides funding to local public safety agencies, but the ultimate SEAR level and, if applicable, NSSE designation, does outline the level of support that Federal agencies can provide. *What public safety infrastructure is available?* Address the following: (1) *Police*: (a) Special operations capabilities; (b) VIP protection; (c) riot and crowd control response to incidents; (d) explosive detection and disposal; (e) traffic controls; (f) Intelligence Division; (g) mutual aid agreements/memorandum of understanding with surrounding jurisdictions/state police; (h) communication center and procedures; and (i) current emergency plan. (2) *Fire/emergency medical service*: (a) Chemical Biological Radiological and Nuclear detection/procedures; (b) first responders; (c) equipment/training and trained staff on hand. (3) *Emergency Management*: (a) Mass casualty; (b) terrorist attack; and (c) natural disaster. (4) *Emergency Facilities*: (a) Hospital/Medical Centers; (b) emergency backup communications; (c) emergency supplies; and (d) evacuation plans.

Dated: November 7, 2008.

Edward Malcik,

Director, Office of International Conferences, Department of State.

[FR Doc. E8-27490 Filed 11-18-08; 8:45 am]

BILLING CODE 4710-19-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending October 24, 2008

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: DOT-OST-2004-18639.

Date Filed: October 20, 2008.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: November 10, 2008.

Description: Supplement of TNT Airways S.A. to its application for a foreign air carrier permit to include authorization to engage in: (i) Scheduled and charter foreign air transportation of property and mail from 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 and beyond; (2) scheduled and charter foreign air transportation of property and mail between any point or points in the United States and any point or points in any member of the European Common Aviation Area; (3) scheduled and charter foreign cargo air transportation between any point or points in the United States and any point or points; (4) other charters; and (5) transportation authorized by any additional route rights made available to European Community carriers in the future.

Docket Number: DOT-OST-2008-0311.

Date Filed: October 24, 2008.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: November 14, 2008.

Description: Application of ExecuJet Europe GmbH ("ExecuJet") requesting exemption and permit authority permitting ExecuJet to conduct charter foreign air transportation of persons and

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. 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