

removal of the previously abandoned Beltline Road (the roadway was abandoned as a portion of the Runway 7 extension).

Copies of the environmental decision and the Short Form EA are available for public information review during regular business hours at the following locations:

1. Chicago/Rockford International Airport, 60 Airport Drive, Rockford, IL 61109.

2. Division of Aeronautics-Illinois Department of Transportation, One Langhorne Bond Drive, Capital Airport, Springfield, IL 62707.

3. Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 320, Des Plaines, Illinois 60018.

FOR FURTHER INFORMATION CONTACT:

Amy B. Hanson, Environmental Protection Specialist, Federal Aviation Administration, Chicago Airports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Ms. Hanson can be contacted at (847) 294-7354 (voice), (847) 294-7046 (facsimile) or by e-mail at amy.hanson@faa.gov.

Issued in Des Plaines, Illinois on April 18, 2008.

Mia Ratcliff,

Acting Manager, Chicago Airports District Office, FAA, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadline for Schedule Information for Chicago O'Hare International Airport for the Winter 2008/2009 Scheduling Season

AGENCY: Department of Transportation, FAA.

ACTION: Notice of submission deadline.

SUMMARY: The FAA announces a May 15, 2008, deadline for submitting requests for domestic and international scheduled arrivals at Chicago O'Hare International Airport (ORD) for the Winter 2008/2009 scheduling season beginning October 26, 2008. The deadline coincides with the submission deadline established by the International Air Transport Association (IATA) for the Winter 2008/2009 Schedules Conference.

DATES: Proposed schedule information must be submitted to the FAA no later than May 15, 2008.

SUPPLEMENTARY INFORMATION: The FAA currently limits arrivals at ORD from 7

a.m. to 9 p.m., Central Time, Monday through Friday, and 12 p.m. to 9 p.m., Central Time, on Sunday, based primarily on runway capacity limits. The FAA's restrictions at ORD in Title 14, Code of Federal Regulations, Part 93, Subpart B, are the equivalent of a Level 3 Fully Coordinated Airport as used in IATA Worldwide Scheduling Guidelines. Separate schedule facilitation is done at the airport level for international passenger flights operating at Terminal 5. In addition to filing schedules for FAA runway capacity review, carriers should also file Terminal 5 schedules, if appropriate, at the address indicated in the IATA Worldwide Scheduling Guidelines, Annex 3. Carriers would obtain separate approval for FAA runway slots and Terminal 5 operations, as appropriate.

The FAA rules limiting flights at ORD will sunset on October 24, 2008, under the terms of the rule effective October 29, 2006. This sunset provision was based on an expected increase in capacity when the first new runway opens under the O'Hare Modernization Program (OMP). Runway 9L/27R is currently planned to be commissioned in November 2008. This will provide additional capacity at O'Hare for arriving and departing aircraft under various weather and runway configurations. Capacity projections estimate over 50,000 annual operations, or an average of about 8-10 total operations per hour, may be accommodated. However, additional operations must be reasonably distributed to avoid significant delay consequences. Terminal and gate availability are also expected to be constraints during certain periods.

The FAA is seeking information in order to review projected schedules and to assist the agency in determining whether scheduling limits may continue to be applied at ORD until further runway capacity is realized under Phase II of the OMP. The form of the scheduling limitations, if needed, has not been determined. Options include: (1) Remove FAA scheduling limitations by letting the rule expire; (2) continue the airport's designation as IATA Level 3 and utilize the IATA Worldwide Scheduling Guidelines, with appropriate local rules, to review planned operations and resolve oversubscribed hours that would result in unacceptable delays; and (3) increase the scheduling limits to recognize additional runway capacity and modify the expiration date of the current rule. Any proposal to modify or extend the rule would be in a separate rulemaking process.

The FAA recognizes there is a potential for carriers to file schedules that are preliminary in nature, rather than *bone fide* operational plans, and that some of the proposed flights may not actually operate. We understand that carriers legitimately review schedule plans for the winter 2008/2009 season well beyond the May 15 submission deadline and that it may not be possible to have final schedules at this time, especially for domestic flights. This is particularly true given the increasing fuel and operating costs facing carriers at this time. The FAA expects carriers to provide the government realistic information representative of their schedule plans for winter 2008/2009 as the information will be part of our assessment of the potential operational impacts. The FAA will discuss carrier schedule requests relative to available runway capacity in the weeks following the schedule submissions, including at the IATA Schedules Conference in June. A timetable for a final agency proposal, if any, to continue limits on operations at O'Hare after October 24, 2008, has not been established at this time.

Carriers are requested to provide information on scheduled arrivals including flight number, origin airport, scheduled time of arrival, frequency, effective dates, and equipment. The FAA is primarily concerned about arrival demand, as in the current rule, since most departures would subsequently be constrained by the arrival times given the predominant nature of hub operations at ORD. The FAA will, however, accept information on planned departures by carriers since this may provide more complete information and since many carriers use automated scheduling information systems.

The U.S. winter scheduling season is from November 2, 2008, through March 7, 2009, in recognition of the U.S. standard time dates. The FAA understands the IATA winter 2008/2009 season is October 26, 2008, through March 28, 2009. The FAA will accept schedule information that coincides with the IATA scheduling season, rather than U.S. standard time dates, in order to ease the administrative burdens on carriers conducting international operations and in order to ensure that FAA has the most accurate schedule information.

ADDRESSES: Requests may be submitted by mail to Slot Administration Office, AGC-240, Office of the Chief Counsel, 800 Independence Ave., SW., Washington, DC 20591; facsimile: 202-

267-7277; ARINC: DCAYAXD; or by e-mail to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT:

James Tegtmeier, Office of the Chief Counsel, AGC-40, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; e-mail James.Tegtmeier@faa.gov.

Issued in Washington, DC on May 2, 2008.

Rebecca B. Macpherson,

Assistant Chief Counsel for Regulations.

[FR Doc. 08-1226 Filed 5-2-08; 4:10 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadlines for Schedule Information for John F. Kennedy International Airport and Newark Liberty International Airport for the Winter 2008/2009 Scheduling Season

AGENCY: Department of Transportation, Federal Aviation Administration (FAA).

ACTION: Notice of submission deadline.

SUMMARY: Under this notice, the FAA announces May 15, 2008, as the deadline for submitting schedule information for John F. Kennedy International Airport (JFK) and Newark Liberty International Airport (EWR) for the Winter 2008/2009 scheduling season. The FAA previously designated the airports as Level 3, Coordinated Airports under the International Air Transport Association (IATA) Worldwide Scheduling Guidelines. The FAA deadline coincides with the submission deadline established by IATA for the Winter 2008/2009 Schedules Conference. The FAA requests schedule information for JFK and EWR for planned flights from 6 a.m. through 10:59 p.m., Eastern Time, or 1100 UTC through 0359 UTC.

DATES: Schedules must be submitted no later than May 15, 2008.

SUPPLEMENTARY INFORMATION: The FAA adopted an Order limiting scheduled operations at JFK effective March 30, 2008.¹ The FAA also has proposed operating limitation at EWR beginning June 1, 2008,² although a final order has not yet been adopted by the FAA. As noted above, however, the FAA has already designated both EWR and JFK to be IATA Level 3, Coordinated Airports, and schedule information for the winter

season should be submitted by the deadline.

The FAA's adopted Order for JFK and the proposed Order for EWR contemplate the allocation of new capacity by an auction. The details of an auction are under development and are not expected to be in place prior to the beginning of the winter scheduling season. As noted in the proposed and adopted orders, any Operating Authorizations for winter 2008/2009 beyond historic levels or the level approved by the FAA in the orders' appendices would be assigned without historical precedence for the following scheduling season.

The FAA is requesting complete schedule submissions from carriers that detail changes from their currently approved schedules. This information may include flight numbers, airport origin and departure information, proposed arrival and departure times, frequency, equipment type, effective dates, type of flight (passenger, cargo, charter, etc.) and other relevant information. Carriers may also indicate there are no changes from the approved summer schedules. The FAA expects only a limited number of Operating Authorizations will be available for the winter scheduling season for new operations or retimed flights during peak hours.

ADDRESSES: Schedules may be submitted by mail to Slot Administration Office, AGC-240, Office of the Chief Counsel, 800 Independence Ave., SW., Washington, DC 20591; facsimile: 202-267-7277; ARINC: DCAYAXD; or by e-mail to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT:

James Tegtmeier, Office of the Chief Counsel, AGC-40, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; e-mail James.Tegtmeier@faa.gov.

Issued in Washington, DC on May 2, 2008.

Rebecca B. Macpherson,

Assistant Chief Counsel for Regulations.

[FR Doc. 08-1227 Filed 5-2-08; 4:10 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2008-17]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before May 28, 2008.

ADDRESSES: You may send comments identified by Docket Number FAA-2008-0379 using any of the following methods:

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- Fax: Fax comments to the Docket Management Facility at 202-493-2251.

- Hand Delivery: Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Docket: To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jan Thor, ANM-113, (425) 227-2127, Federal Aviation Administration, 1601

¹ 73 FR 3,510 (Jan. 18, 2008). The FAA published a technical amendment in the **Federal Register** on February 14, 2008, 73 FR 8,737.

² 73 FR 14,552 (Mar. 18, 2008).