

contribution to cumulative water resource impacts from the Proposed Action would not be significant.

Noise

The area surrounding the project has a long history of commercial space rocket and NASA space shuttle launches resulting launch-related noise. Noise impacts associated with launch activities in the area would be brief and temporary. Because these projects have minor and temporary noise impacts, the incremental contribution to cumulative noise impacts from the Proposed Action would not be significant.

Land Use (Section 4(f), Visual Resources, and Coastal Resources)

The area surrounding the project has historically been used for launching rockets and NASA space shuttles and contains launch infrastructure and associated facilities for those past and present actions. The Proposed Action would have no effect on coastal resources, Section 4(f) resources, or compatible land use; therefore, the incremental contribution to cumulative land use impacts from the Proposed Action would not be significant.

Socioeconomic Resources

The project area has long been used by the commercial space industry and NASA for space shuttle launches. All projects in the Proposed Action area would have small, positive socioeconomic impacts. The incremental contribution to cumulative socioeconomic impacts from the Proposed Action would not be significant.

Hazardous Materials, Solid Waste, and Pollution Prevention

The area surrounding the project has a long history of commercial space rocket and NASA space shuttle launches, and past and present actions have required the use and handling of hazardous materials. Cumulative impacts from hazardous materials and hazardous waste management could occur on the portions of CCAFS with historic soil and ground water contamination, including LC-46. However, significant cumulative impacts are not expected due to the remediation activities that have been completed at the site.

Relationship between Short-Term Uses and Long-Term Productivity

Under the Proposed Action, there would be short-term impacts to the environment; however, none of these impacts would be long-term or significant. As a result, the Proposed

Action is not expected to narrow the range of beneficial uses of the environment in the long-term or pose a long-term risk to human health or safety.

Irreversible and Irrecoverable Commitment of Resources

Under the Proposed Action, no irreversible or irretrievable commitment of resources is expected to occur in any of the environmental resource areas analyzed in this EA. The Proposed Action would expend solid and liquid propellants; however, the amounts of propellants and other materials that would be expended as part of the Proposed Action are negligible compared to the quantities routinely produced. No construction activities would occur and launches at the site would be of a small-scale and would occur relatively infrequently. As a result, no significant irreversible or irretrievable commitment of resources is expected.

Determination: An analysis of the Proposed Action has concluded that there are no significant short-term, long-term, or cumulative effects to the environment or surrounding populations. After careful and thorough consideration of the facts herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives set forth in Section 101(a) of the National Environmental Policy Act of 1969 and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring additional consultation pursuant to Section 102(2)(c) of the National Environmental Policy Act. Therefore, an Environmental Impact Statement for the Proposed Action is not required.

Issued in Washington, DC on September 2, 2008.

George Nield,

Associate Administrator for Commercial Space Transportation.

[FR Doc. E8-22020 Filed 9-19-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadline for Schedule Information for O'Hare International, John F. Kennedy International, and Newark Liberty International Airport for the Summer 2009 Scheduling Season

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

ACTION: Notice of submission deadline.

SUMMARY: Under this notice, the FAA announces that Chicago's O'Hare International Airport (ORD) has been designated a Level 2 Schedules Facilitated Airport for the Summer 2009 scheduling season in accordance with the International Air Transport Association (IATA) Worldwide Scheduling Guidelines. Accordingly, the FAA announces October 9, 2008, as the deadline for submitting schedule information for all planned flights at ORD between the hours of 7 a.m. and 9 p.m. Central time, or 1200 and 0200 UTC.

The FAA also announces October 9, 2008, as the deadline for submitting schedule information for John F. Kennedy International Airport (JFK) and Newark Liberty International Airport (EWR) for the Summer 2009 scheduling season. The FAA previously designated these airports as Level 3 Coordinated Airports under the IATA Worldwide Scheduling Guidelines. The FAA requests schedule information for all planned flights at JFK and EWR between the hours of 6 a.m. and 11 p.m. Eastern time, or 1000 UTC and 0300 UTC. The FAA deadline coincides with the submission deadline established by IATA for the Summer 2009 Schedules Conference.

The U.S. summer scheduling season is from March 29, 2009, through October 24, 2009, in recognition of the IATA scheduling dates. The FAA understands there may be differences in schedule times due to the U.S. daylight savings time dates, and these will be accommodated to the extent possible.

SUPPLEMENTARY INFORMATION: On October 31, 2008, the provisions of Title 14 of the Code of Federal Regulations, Part 93, Subpart B—Congestion and Delay Reduction at Chicago O'Hare International Airport terminate. This subpart prescribed rules and procedures for the scheduled operations and the assignment, transfer, sale, lease, and withdrawal of Arrival Authorizations at ORD. These rules sunset in recognition of the planned opening of a new runway at the airport shortly after the rule expires. The FAA finds it unnecessary to continue those requirements for scheduled operations because the new runway results in increased capacity. As the airport adjusts to this new capacity and as the O'Hare Modernization Plan continues, the FAA concludes that the Level 2 designation is necessary to facilitate the scheduling of operations so that the airport does not suffer from periods of overscheduling.

Although there appears to be sufficient capacity at ORD to meet

demand in the near term, excessive demand in peak hours could cause delays. A Level 2 designation allows some schedule review to mitigate delays. The FAA intends to focus its review primarily on arrival operations similar to the process under the current rule. Carriers should submit schedule information in sufficient detail including, at minimum, the operating carrier, flight number, scheduled time of operation, frequency, and effective dates. IATA standard schedule information format and data elements also may be used because many carriers use automated systems to develop and publish schedule information.

DATES: Schedules must be submitted no later than October 9, 2008.

ADDRESSES: Schedules may be submitted by mail to the 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: Robert Hawks, Regulations Division, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: 202-267-7143; fax number: 202-267-7971; e-mail: rob.hawks@faa.gov.

Issued in Washington, DC on September 16, 2008.

James W. Whitlow,
Deputy Chief Counsel.

[FR Doc. E8-22073 Filed 9-19-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2008-0152]

Think Technology AS; Receipt of Application for a Temporary Exemption From the Advanced Air Bag Requirements of FMVSS No. 208

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice of receipt of petition for temporary exemption from certain provisions of Federal Motor Vehicle Safety Standard (FMVSS) No. 208, *Occupant Crash Protection*.

SUMMARY: In accordance with the procedures in 49 CFR Part 555, Think Technology AS has petitioned the agency for a temporary exemption from

certain advanced air bag requirements of FMVSS No. 208. The basis for the application is that the exemption would make the development or field evaluation of a low-emission vehicle easier and would not unreasonably lower the safety or impact protection level of the vehicle.¹

This notice of receipt of an application for temporary exemption is published in accordance with the applicable statutory provisions. NHTSA has not made any judgment on the merits of the application.

DATES: You should submit your comments not later than October 22, 2008.

FOR FURTHER INFORMATION CONTACT: Ari Scott, Office of the Chief Counsel, NCC-112, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., West Building 4th Floor, Room W41-326, Washington, DC 20590. Telephone: (202) 366-2992; Fax: (202) 366-3820.

Comments: We invite you to submit comments on the application described above. You may submit comments identified by docket number at the heading of this notice by any of the following methods:

- **Web Site:** <http://www.regulations.gov>. Follow the instructions for submitting comments on the electronic docket site by clicking on "Help and Information" or "Help/Info."
- **Fax:** 1-202-493-2251.
- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590.
- **Hand Delivery:** 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC, between 9 am and 5 pm, Monday through Friday, except Federal Holidays.

• **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> at any time or to 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590, between 9 am

and 5 pm, Monday through Friday, except Federal Holidays. Telephone: (202) 366-9826.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78), or you may visit <http://www.dot.gov/privacy.html>.

Confidential Business Information: If you wish to submit any information under a claim of confidentiality, you should submit three copies of your complete submission, including the information you claim to be confidential business information, to the Chief Counsel, NHTSA, at the address given under **FOR FURTHER INFORMATION CONTACT**. In addition, you should submit two copies, from which you have deleted the claimed confidential business information, to Docket Management at the address given above. When you send a comment containing information claimed to be confidential business information, you should include a cover letter setting forth the information specified in our confidential business information regulation (49 CFR Part 512).

We will consider all comments received before the close of business on the comment closing date indicated above. To the extent possible, we shall also consider comments filed after the closing date.

I. Advanced Air Bag Requirements

In 2000, NHTSA upgraded the requirements for air bags in passenger cars and light trucks, requiring what are commonly known as "advanced air bags."² The upgrade was designed to meet the goals of improving protection for occupants of all sizes, belted and unbelted, in moderate-to-high-speed crashes, and of minimizing the risks posed by air bags to infants, children, and other occupants, especially in low-speed crashes.

The advanced air bag requirements were a culmination of a comprehensive plan that the agency announced in 1996 to address the adverse effects of air bags. This plan also included an extensive consumer education program to encourage the placement of children in rear seats. The new requirements were phased in beginning with the 2004 model year.

¹ To view the application, go to <http://www.regulations.gov> and enter the docket number set forth in the heading of this document.

² See 65 FR 30680 (May 12, 2000).