

these collections of information, including the time for gathering and maintaining the collection of information, is estimated to be: 5,045 respondents, a total annual hourly burden of 27,412 hours, and \$0 in total annual costs.

Under 5 CFR 1320, an agency may not conduct or sponsor a collection of information unless it displays a current, valid OMB Control Number.

No person shall be subject to any penalty for failing to comply with a collection of information subject to the Paperwork Reduction Act, which does not display a current, valid OMB Control Number.

The foregoing notice is required by the Paperwork Reduction Act of 1995, Public Law 104-13, October 1, 1995, and 44 U.S.C. 3507.

Federal Communications Commission.

Marlene H. Dortch,

Secretary.

[FR Doc. E8-17348 Filed 7-29-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Parts 385 and 395

[Docket No. FMCSA-2004-19608]

RIN 2126-AB14

Hours of Service of Drivers; Availability of Supplemental Documents

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

ACTION: Notice of availability of supplemental documents.

SUMMARY: This notice advises the public that FMCSA is placing in the public docket four additional documents concerning hours of service (HOS) for commercial motor vehicle drivers. FMCSA published an interim final rule (IFR) on this issue on December 17, 2007. The Agency now docketed the supplemental documents.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Yager, Chief, FMCSA Driver and Carrier Operations. Telephone (202) 366-4325 or E-mail MCPSD@dot.gov. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: On August 25, 2005, FMCSA published a final HOS rule ("2005 rule") (70 FR 49978). On July 24, 2007, the D.C. Circuit Court vacated the 11-hour driving time and

34-hour restart provisions of the 2005 rule (*Owner-Operator Independent Drivers Association, Inc. v. Federal Motor Carrier Safety Administration*, 494 F.3d 188 (D.C. Cir. 2007)). In response to the D.C. Circuit Court decision, FMCSA published an interim final rule (IFR) on December 17, 2007 (72 FR 71247) that reinstated the two provisions vacated by the Court and sought further comments on those provisions.

For a full background on this rulemaking, please see the preamble to the December 2007 HOS IFR. The docket for this rulemaking (FMCSA-2004-19608) contains all of the background information for this rulemaking, including comments.

This notice calls attention to four additional supplemental documents. FMCSA places the following four electronic files in the docket at FMCSA-2004-19608-3488:

- "HOS Model Description and Guide.doc" (149 kilobytes) A description of the FMCSA HOS Simulation Computer Model and instructions for its use.
- "HOS Simulation Model Sleeper.xls" (34 megabytes (MB)) An FMCSA HOS Simulation Computer Model including sleeper-berth use.
- "HOS Simulation Model No Sleeper.xls" (33 MB) An FMCSA HOS Simulation Computer Model excluding sleeper-berth use.
- "HOS Simulation Model Outputs.xls" (6.4 MB) A subset of outputs from the FMCSA HOS Simulation Computer Model, showing details of calculations as used in the 2007 Regulatory Impact Analysis in Docket Item FMCSA-2004-19608-2529."

The HOS Computer Simulation Program is a complex FMCSA computer model simulating the movements of a single vehicle (with one or two drivers and in different scenarios) operated in compliance with the FMCSA HOS regulations. This model was used in the 2007 Regulatory Impact Analysis and is Docket Item FMCSA-2004-19608-2529. The HOS requirements may be modified by the simulation program user, allowing the model to analyze various types of HOS options to show the marginal impact on driver productivity, which could be translated into cost effects. The computer model uses the Visual Basic programming language to operate a macro-driven Microsoft ExcelTM spreadsheet.

Issued on: July 23, 2008.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E8-17409 Filed 7-29-08; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 648

[Docket No. 070717340-8451-02]

RIN 0648-AP60

Fisheries of the Northeastern United States; Atlantic Mackerel, Squid, and Butterfish Fisheries; Amendment 9; Correction

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Final rule; correction.

SUMMARY: On July 1, 2008, a final rule to implement Amendment 9 to the Atlantic Mackerel, Squid, and Butterfish (MSB) Fishery Management Plan (FMP) was published in the **Federal Register**. The final rule was published with one error. Instead of revising the introductory text for the regulations describing squid and butterfish moratorium permits, the amendatory instructions of the final rule inadvertently revised the entire section. This document corrects that error.

DATES: Effective July 31, 2008.

FOR FURTHER INFORMATION CONTACT: Carrie Nordeen, Fishery Policy Analyst, (978) 281-9272, fax (978) 281-9135.

SUPPLEMENTARY INFORMATION:

Background

On July 1, 2008 (73 FR 37382), a final rule was published implementing Amendment 9 to the MSB FMP (Amendment 9). Amendment 9 established multi-year specifications for all four species managed under the FMP (mackerel, butterfish, *Illex* squid, and *Loligo* squid) for up to 3 years; extended the moratorium on entry into the *Illex* squid fishery, without a sunset provision; adopted biological reference points recommended by the Stock Assessment Review Committee for *Loligo* squid; designated essential fish habitat (EFH) for *Loligo* squid eggs based on best available scientific information; and prohibited bottom trawling by MSB-permitted vessels in Lydonia and Oceanographer Canyons. The