

## Regulatory History

This request constitutes the 30-day notice required by OIRA. The Coast Guard has already published (66 FR 64897 (December 14, 2001)) the 60-day notice required by OIRA. That notice elicited no comments.

## Request for Comments

The Coast Guard invites comments on the proposed collection of information to determine whether the collection is necessary for the proper performance of the functions of the Department. In particular, the Coast Guard would appreciate comments addressing: (1) The practical utility of the collection; (2) the accuracy of the Department's estimated burden of the collection; (3) ways to enhance the quality, utility, and clarity of the information that is the subject of the collection; and (4) ways to minimize the burden of collection on respondents, including the use of automated collection techniques or other forms of information technology.

Comments, to DMS or OIRA, must contain the OMB Control Number of the ICR addressed. Comments to DMS must contain the docket number of this request, USCG 2001-11105. Comments to OIRA are best assured of having their full effect if OIRA receives them 30 or fewer days after the publication of this request.

## Information Collection Request

*Title:* The National Survey of Recreational Boating.

*OMB Control Number:* 2115-0638.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Recreational boaters.

*Forms:* National Recreational Boating Survey.

*Abstract:* The mission of the national program of the U.S. Coast Guard on Safety of Recreational Boating is to minimize the loss of life, the personal injury, the property damage, and the environmental impact associated with the use of recreational boats. The purpose of the national survey of recreational boating is to capture information from recreational boaters nationwide so we can better serve their needs and more effectively accomplish our mission. Information captured from the survey will enable us to better understand current boating practices, the types and number of boats used in each State, and the various types of activities associated with recreational boating. Our collecting this type of information from boaters across the nation is critical in our efforts to implement effective safety initiatives and activities with our partners in the States.

*Annual Estimated Burden Hours:* The estimated burden is 11,458 hours a year.

Dated: February 26, 2002.

**N.S. Heiner,**

*Acting Director of Information and Technology.*

[FR Doc. 02-5340 Filed 3-5-02; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### High Density Traffic Airports; Slot Allocation and Transfer Method

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of waiver of the slot usage requirement.

**SUMMARY:** This action modifies and extends until October 26, 2002, the waiver of the minimum slot usage requirement for slots and slot exemptions at the four high density traffic airports that is scheduled to expire on April 6, 2002 (66 FR 51718; October 10, 2001). A continuation of this waiver in some form is necessary to assist carriers in resuming service that was disrupted and/or reduced in September 2001.

**EFFECTIVE DATE:** April 7, 2002.

#### FOR FURTHER INFORMATION CONTACT:

Lorelei Peter, Office of the Chief Counsel, AGC-220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number 202-267-3073.

#### SUPPLEMENTARY INFORMATION:

#### Background

Following the aircraft hijackings and terrorist attacks on September 11, 2001, the FAA temporarily ceased all non-military flights in the United States and required the adoption of certain security measures prior to the resumption of commercial air service. Several air carriers reduced flight schedules below previously planned levels in order to adjust to operational changes brought on by the new security requirements. Therefore, the agency issued a waiver of the slot usage requirement through April 6, 2002, to assist carriers in managing their operations at the high density traffic airports as a result of the recent extraordinary events.

#### Statement of Policy

The regulations governing slots and slot allocation provide that any slot not utilized at least 80 percent of the time over a 2-month period shall be recalled by the FAA (14 CFR 93.277(a)). Additionally, paragraph (j) of that

section provides that the Chief Counsel may waive the slot usage requirement in the event of a highly unusual and unpredictable condition that is beyond the control of the slot holder and exists for more than nine days (14 CFR 93.227(j)). These two provisions are also applicable to slot exemptions. The FAA determined that the facts described above met the criteria for a waiver under Section 93.227(j). That waiver is applicable from September 11, 2001, through April 6, 2002.

Currently, operations at the high-density airports are below the number of allocated slots and slot exemptions. At Chicago O'Hare International Airport, traffic is down 10 percent compared to the same winter months from 2001. Also, the slot limits will be eliminated at that airport on July 1, 2002. At John F. Kennedy International Airport and LaGuardia Airport, traffic is down respectively 17 and 14 percent compared to winter 2001. Additional flights at these three airports are expected to commence during the summer scheduling season. At Washington's Reagan National Airport (DCA), the Department of Transportation is phasing in additional flights and effective March 1, 2002, has authorized approximately 77 percent of pre-September 11 scheduled flights.

The FAA finds that since September 11, there are a number of additional factors involved in an individual airline's decision to operate flights at the high-density traffic airports, as well as at other airports. These factors include new security requirements, aircraft utilization plans, passenger demand, and other operational issues that may temporarily preclude the full use of slots while the air traffic system and the aviation industry adjust to the changing aviation environment. Operations at these airports, excluding DCA, are continually increasing towards the pre-September 11 levels. As carriers are planning and scheduling future schedules, the FAA will allow carriers to continue implementation of service as intended. At this time, the agency does not want slot usage to become entangled with the deciding factors specified above or the economics of resuming or commencing certain service. As evidenced by the level of operations at these airports, excluding DCA, we anticipate that carriers are scheduling accordingly and that there will be close to full resumption of service over the summer months. In order to assist carriers during this adjustment period, the FAA will continue to waive the minimum slot usage requirement set forth in 14 CFR section 93.227(a) for all slots and slot

exemptions at the high density traffic airports through October 26, 2002, with the following condition.

At the time that the FAA imposed this waiver, carriers were operating significantly reduced schedules and there was uncertainty as to when and how much service would increase over the next several months. Consequently, broad relief was necessary and the FAA issued a blanket waiver for all slots and slot exemptions until April 7, 2002. Today, the environment has changed and carriers are planning for more operations over the summer. Therefore, the waiver for slot usage at the four High Density Traffic Airports is revised by requiring carriers to return temporarily to the FAA in advance any slot or slot exemption that will not be used by a carrier for any specified period of time. Thus, if a carrier has not scheduled a slot or slot exemption for 80 percent usage, then the carrier must return the slot for the portion of time that it will not be using the slot, i.e., for the entire summer season, or for two weeks or certain frequencies, etc., or the use or lose requirement will be applied. Any carrier that chooses to temporarily return slots or slot exemptions to the FAA between now and October 26, 2002, may do so without jeopardizing the permanent loss of the slots or slot exemptions.

Although many carriers have not resumed their pre-September 11 planned system schedules, there may be some carriers seeking to add service or make changes to scheduled flight times that affect their slot holdings at an airport. While we advise carriers to work cooperatively with other airlines in order to maximize the use of available slots, the FAA may use temporarily returned slots or slot exemptions to accommodate short-term requests for additional slots or schedule adjustments. The FAA will continue to monitor any developments that may impact airlines' ability to meet the minimum usage requirements at any of the high density traffic airports.

Issued in Washington, DC, on February 28, 2002.

**David G. Leitch,**  
Chief Counsel.

[FR Doc. 02-5338 Filed 3-5-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### [Summary Notice No. PE-2002-15]

#### Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petitions for exemptions received.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions 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 any petition or its final disposition.

**DATE:** Comments on petitions received must identify the petition docket number involved and must be received on or before March 26, 2002.

**ADDRESSES:** Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2001-XXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Sandy Buchanan-Sumter, (202) 267-7271, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on March 1, 2002.

**Donald P. Byrne,**

Assistant Chief Counsel for Regulations.

#### Petitions for Exemption

*Docket No.:* FAA-2001-10532.  
*Petitioner:* Seattle Jet Services, Inc.  
*Section of 14 CFR Affected:* 14 CFR 135.157(b)(2).

#### Description of Relief Sought:

To permit Seattle Jet Services to operate its Piper Meridian PA-46-500TP aircraft with the oxygen system installed by the manufacturer, which has a 25-minute supply of oxygen for the pilot's system, rather than the required 2-hour supply of oxygen.

[FR Doc. 02-5337 Filed 3-5-02; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

**DATES:** The meeting is scheduled for March 19-20, 2002, beginning at 9 a.m. on March 19. Arrange for oral presentations by March 15.

**ADDRESSES:** The Boeing Corporation, 1200 Wilson Boulevard, Room 816, Arlington, VA.

**FOR FURTHER INFORMATION CONTACT:** Effie M. Upshaw, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-7626, FAX (202) 267-5075, or e-mail at [effie.upshaw@faa.gov](mailto:effie.upshaw@faa.gov).

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held March 19-20, 2002, in Washington, DC.

The agenda will include:

#### Tuesday, March 19

- Opening Remarks
- FAA Report
- Joint Aviation Authorities Report/Single Worldwide Certification Code
- Transport Canada Report
- Executive Committee Report