

categories of airport users? The airport? The economy of the surrounding communities?

(11) Will hub operations by large network air carriers be affected if market-based approaches are adopted? If so, how?

(12) What benefits and/or cost savings can be achieved by airlines if airports adopt market-based approaches? What costs will airports save if such policies are adopted? What new costs will be imposed and/or travel options reduced?

(13) Should the elimination of all delays at an airport be the objective of any market-based policy adopted? If so, will that result in less than optimum use of scarce capacity? If not, how much delay is appropriate?

(14) How would any market-based approach take into account certain random factors (weather, runway repairs, etc.) that affect airport efficiency and delay?

(15) How would an airport calculate such market-based approaches as peak-and off-peak period fees or congestion pricing? (e.g., solely the congestion-related costs an airport incurs? The cost an airport forgoes from not having to build capacity to meet peak demand? The costs congestion imposes on all airport users, including air travelers? Some combination?)

(16) Under what conditions would alternate approaches, such as administrative options (e.g., lotteries, minimum aircraft size), reduce congestion and delay?

(17) In order to reduce delays to "acceptable" levels, how much would user charges have to be increased to shift or reduce demand?

(18) Will market-based approaches encourage/discourage the operation of certain types of aircraft?

(19) How should market-based approaches be designed to accommodate unexpected demand shifts?

(20) What data inputs/methodology will be needed to develop and sustain market-based approaches?

(21) Should market-based approaches be crafted to encourage airlines to operate large aircraft, maximizing the number of seats per turn?

(22) Should the use of market-based approaches be linked to airports and airlines vigorously pursuing ways to expand airport capacity?

Issued in Washington, DC, on August 15, 2001.

Susan McDermott,

Deputy Assistant Secretary for Aviation and International Affairs, Department of Transportation

Louise Maillott,

Acting Assistant Administrator for Policy, Planning, and International Aviation, Federal Aviation Administration.

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BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Termination of Operating Authority of Certain Foreign Air Carriers

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Order to Show Cause, Docket OST-2001-10416, Order 2001-8-15.

SUMMARY: The Department is inviting comments on its tentative decision to terminate foreign air carrier permit and exemption authority held by eleven foreign air carriers. These foreign air carriers have failed to file revised family assistance plans with the Department and the National Transportation Safety Board, as required by the Foreign Air Carrier Family Support Act of 1997 (Act), 49 U.S.C. 41313, as amended by the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) (P.L. 106-181; 114 Stat. 61; April 5, 2000). AIR-21 amended 49 U.S.C. 41313 to require, among other things, that foreign air carriers submit to the Department and the National Transportation Safety Board, by October 2, 2000, additional assurances for their respective plans to address the needs of families of passengers involved in aircraft accidents. Since the passing of the October 2, 2000 deadline, the Department has taken repeated measures to notify foreign carriers of their need to file revised plans, and to offer assistance to the affected carriers. Of the 231 foreign air carriers required to file revised plans, 220 have done so. The Department tentatively believes that the continued failure of the remaining eleven to file constitutes grounds for termination of those carriers' authority to serve the United States. Significantly, it is our understanding that all of the nonfiling foreign air carriers are either no longer in business, or no longer conduct any U.S. operations. The eleven foreign air carriers whose authority the Department proposes to terminate are: Aeronautica de Cancun, S.A.; AeroPeru; Air Alliance, Inc.; Empresa Ecuatoriana

de Aviacion; Inter-Canadien (1991)/Inter-Canadian (1991); Lineas Aereas Mayas, S.A.; Pacific International Airlines, S.A.; Seagreen Air Transport Limited; Sobelair N.V./S.A.; Sociedad Ecuatoriana de Transportes Aereos, S.A.; and Transportes Aereos Ejecutivos, S.A. de C.V.

DATES: Objections to the issuance of a final order in this proceeding are due September 5, 2001. If objections are filed, answers to objections are due September 12, 2001. Persons filing pleadings should contact the Department's Foreign Air Carrier Licensing Division at the telephone number listed below for a list of persons to be served with objections and answers to objections.

ADDRESS: All documents in this proceeding, with appropriate filing copies, should be filed in Docket OST-2001-10416, addressed to Central Docket Management Facility, U.S. Department of Transportation, Room PL401, 400 Seventh Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: George Wellington, Foreign Air Carrier Licensing Division, U.S. Department of Transportation, Room 6412, 400 Seventh Street, SW., Washington, DC 20590. Telephone (202) 366-2391.

Dated: August 15, 2001.

Susan McDermott,

Deputy Assistant Secretary for Aviation and International Affairs.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Request Review and Approval From the Office of Management and Budget (OMB) of a Proposed Public Collection of Information

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

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the FAA is planning to submit a proposed information collection request to the Office of Management and Budget (OMB) for review and approval. Through this notice, the FAA is soliciting comment on the proposed initial information request for application and subsequent reports (i.e. semi-annual facility performance statistics, archived data and user