

Dated: September 12, 2001.

Maureen H. Dunn,

General Counsel and Secretary.

[FR Doc. 01-23319 Filed 9-14-01; 1:18 pm]

BILLING CODE 8120-08-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG 2001-10613]

Collection of Information Under Review by Office of Management and Budget (OMB): OMB Control Number 2115-0003

AGENCY: Coast Guard, DOT.

ACTION: Request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, the Coast Guard intends to seek the approval of OMB for the renewal of one Information Collection Request (ICR). The ICR comprises Information on Marine Casualties; Testing Personnel of Commercial Vessels for Drugs and Alcohol; and Management Information Systems. Before submitting the ICR to OMB, the Coast Guard is requesting comments on it.

DATES: Comments must reach the Coast Guard on or before November 19, 2001.

ADDRESSES: You may mail comments to the Docket Management System (DMS) [USCG 2001-10613], U. S. Department of Transportation (DOT), room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001, or deliver them to room PL-401, located on the Plaza Level of the Nassif Building at the same address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

The DMS maintains the public docket for this request. Comments will become part of this docket and will be available for inspection or copying in room PL-401, located on the Plaza Level of the Nassif Building at the above address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also access this docket on the Internet at <http://dms.dot.gov>.

Copies of the complete ICR are available through this docket on the Internet at <http://dms.dot.gov> and also from Commandant (G-CIM-2), U.S. Coast Guard Headquarters, room 6106 (Attn: Barbara Davis), 2100 Second Street SW., Washington, DC 20593-0001. The telephone number is 202-267-2326.

FOR FURTHER INFORMATION CONTACT: Barbara Davis, Office of Information Management, 202-267-2326, for

questions on this document; or Dorothy Beard, Chief, Documentary Services Division, U.S. Department of Transportation, 202-366-5149, for questions on the docket.

Request for Comments

The Coast Guard encourages interested persons to submit written comments. Persons submitting comments should include their names and addresses, identify this document [USCG 2001-10613], and give the reason for the comments. Please submit all comments and attachments in an unbound format no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped self-addressed postcards or envelopes.

Information Collection Request

1. *Title:* Information on Marine Casualties; Testing Personnel of Commercial Vessels for Drugs and Alcohol; and Management Information Systems.

OMB Control Number: 2115-0003.

Summary: The Coast Guard needs information with which it can investigate mishaps to commercial vessels causing death, extensive damage, and the like, as mandated by Congress. It needs information from chemical testing so it can detect and reduce the use of drugs and alcohol by mariners, also as mandated by Congress. And it needs certain information on management so it can evaluate the effectiveness of its programs.

Need: 46 U.S.C. 6101 authorizes the Coast Guard to prescribe rules for reporting of marine casualties. 46 CFR parts 4 and 16 prescribe the rules governing marine casualties and chemical testing.

Respondents: The owner, agent, master, operator, or person-in-charge of a vessel involved in a marine casualty.

Frequency: On occasion.

Burden Estimate: The estimated burden is 19,195 hours a year.

Dated: September 12, 2001.

V.S. Crea,

Director of Information and Technology.

[FR Doc. 01-23259 Filed 9-17-01; 8:45 am]

BILLING CODE 4910-15-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

High Density Traffic Airports; Slot Allocation and Transfer Method

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Statement of policy.

SUMMARY: This action extends until October 31, 2001 the temporary policy issued on November 11, 2000, regarding the minimum slot usage requirement for slots and slot exemptions at LaGuardia Airport. Additionally, the FAA advises all carriers that in view of recent events in the New York and Washington, DC areas, which resulted in the cessation of commercial air service nationwide, a separate policy providing appropriate relief from the slot usage requirement will be issued in the near future.

EFFECTIVE DATE: September 15, 2001.

FOR FURTHER INFORMATION CONTACT: Lorelei Peter, Office of the Chief Counsel, AGC-220, Federal Aviation Administration, 800 Independence Avenues, SW., Washington, DC 20591; telephone number 202-267-3073.

SUPPLEMENTARY INFORMATION:

Background

On November 17, 2000, the FAA published in the **Federal Register** a statement of policy regarding the slot usage requirement at LaGuardia Airport to address the high level of delay air carriers at LaGuardia experienced due to the increased number of operations under the "Wendell H. Ford Aviation Investment and Reform Act for the 21st Century" ("AIR-21") (65 FR 69601). As a result of AIR-21, air carriers meeting specified criteria could obtain slot exemptions for new entrant service or service to small communities at New York's LaGuardia Airport, John F. Kennedy International Airport, and Chicago's O'Hare International Airport; a separate regime for increasing service opportunities was authorized for Washington DC's Ronald Reagan Washington National Airport. Subsequent to this legislation, the Department of Transportation issued eight orders establishing procedures for the processing of applications for these slot exemptions.

FAA air traffic operations data reported by OPSNET for September 2000 indicated that there were 1,163 average daily operations at LaGuardia, an increase of approximately 18 percent over the September 1999 level of 982 average daily operations. OPSNET also reported that air traffic control delays of 15 minutes or more at LaGuardia increased to 10,515 in September 2000 from 3,108 in September 1999. The percentage of flights recorded with air traffic delays increased to 30.13 percent from 10.55 percent. In comparison, the second highest level of OPSNET reported air traffic delays was at Newark International Airport, where the