

airline holding out the transportation, and (b) to disclose the identity of the airline that will actually operate the aircraft; and (2) for tickets issued in the United States, requires U.S. and foreign air carriers and travel agents to provide written notice of the transporting carrier's identity at the time of purchase of air transportation involving a code-sharing or long-term wet-lease arrangement.

**DATES:** Comments on this notice must be received on or before August 9, 2002.

**ADDRESSES:** Comments on this notice should be directed to the Competition and Policy Analysis Division (X-55), Office of Aviation Analysis, U.S. Department of Transportation, Room PL-401, Docket Nos. OST-95-179 and OST-95-623, 400 Seventh Street, SW., Washington, DC 20590. Three copies are requested but not required.

**FOR FURTHER INFORMATION CONTACT:** Jack Schmidt, Office of the Assistant Secretary for Aviation and International Affairs, Office of the Secretary, U.S. Department of Transportation, 400 Seventh St. SW., Washington, DC 20590, (202) 366-5903.

**SUPPLEMENTARY INFORMATION:**

*Title:* Disclosure of Code-sharing Arrangements and Long-term Wet Leases.

*OMB Control Number:* 2105-0537.

*Type of request:* Extension of a previously approved collection.

*Abstract:* Code-sharing is the name given to a common airline industry marketing practice where, by mutual agreement between cooperating carriers, at least one of the airline designator codes used on a flight is different from that of the airline operating the aircraft. In one version, two or more airlines each use their own designator codes on the same aircraft operation. Although only one airline operates the flight, each airline in a code-sharing arrangement may hold out, market and sell the flight as its own in published schedules. Code-sharing also refers to other arrangements where a code on a passenger's ticket is not that of the operator of the flight, but where the operator does not also hold out the service in its own name. Such code-sharing arrangements are common between commuter air carriers and their larger affiliates and the number of arrangements between U.S. air carriers and foreign air carriers has also been increasing. Arrangements falling into this category are similar to leases of aircraft and crew (wet leases).

The Department recognizes the strong preference of air travelers for on-line service (service by a single carrier) on connecting flights over interline service

(service by multiple carriers). Code-sharing arrangements are, in part, a marketing response to this demand for on-line service since these arrangements enable airlines to hold out multi-carrier service as on-line service. Often, code-sharing partners offer services similar to those available for on-line connections with the goal of offering "seamless" service (*i.e.*, service where the transfers from flight to flight or airline to airline are facilitated). For example, they may locate gates near each other to make connections more convenient or coordinate baggage handling to give greater assurance that baggage will be properly handled.

Code-sharing arrangements can help airlines operate more efficiently because they can reduce costs by providing a joint service with one aircraft rather than operating separate services with two aircraft. Particularly in thin markets, this efficiency can lead to increased price and service options for consumers or enable the use of equipment sized appropriately for the market. Therefore, the Department recognizes that code-sharing, as well as long-term wet leases, can offer significant economic benefits.

Although code-sharing and wet-lease arrangements can offer significant consumer benefits, they can also be misleading unless consumers know that the transportation they are considering for purchase will not be provided by the airline whose designator code is shown on the ticket and unless they know the identity of the airline on which they will be flying. The growth in the use of code-sharing, wet-leasing and similar marketing tools, particularly in international air transportation, had given the Department concern about whether the then-current disclosure rules (14 CFR 399.88) protected the public interest adequately.

*Affected Public:* All U.S. air carriers, foreign air carriers, computer reservations systems (CRSs), travel agents doing business in the United States, and the traveling public.

*Respondents:* U.S. air carriers, foreign air carriers, ticket agents (including travel agents), and the traveling public.

*Estimated Number of Respondents:* 33,898 excluding travelers.

*Estimated Number of Responses per Respondent:* An average of 3,009 phone calls of 15 seconds duration (unweighted average) based on 102 million phone calls and 33,898 respondents.

*Estimated Total Annual Burden on Respondents:* Annual reporting burden for this data collection is estimated at 424,994 hours for all travel agents and airline ticket agents and 424,994 hours

for air travelers based on 15 seconds per phone call and an average of 2.1 phone calls per trip.

Most of this data collection (third party notification) is accomplished through highly automated computerized systems.

*Comments are invited on:* (a) Whether this collection of information (third party notification) is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of burden of the proposed collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on the respondents, including through the use of automated techniques or other forms of information technology.

Issued in Washington, DC, on June 4, 2002.

**Randall D. Bennett,**

*Director, Office of Aviation Analysis.*

[FR Doc. 02-14360 Filed 6-7-02; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

### Notice of Establishment of a Commission

**AGENCY:** Office of the Secretary, DOT.

**SUMMARY:** This notice informs the public of the establishment of the National Commission To Ensure Consumer Information and Choice in the Airline Industry, in accordance with Section 228 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), Pub. L. 106-181.

**FOR FURTHER INFORMATION CONTACT:** Richard J. Fahy, Jr., Executive Director, at 1110 Vermont Avenue, NW., Suite 1160, Washington, DC 20005.

### SUPPLEMENTARY INFORMATION:

#### Background

AIR-21 authorized the Commission to study: (a) Whether the financial condition of travel agents is declining and, if so, the effect of such a decline on consumers and, (b) whether there are impediments to information regarding the services and products offered by the airline industry, and, if so, the effects of those impediments on travel agents, Internet-based distributors, and consumers. A special focus of the study is the condition of smaller travel agencies (less than \$1 million in annual revenues). Based on the results of its study, the Commission is to make

recommendations to improve the condition of travel agents, especially smaller travel agents, and to enhance consumer access to travel information. The Commission's report is due November 16, 2002.

On May 16, 2002, U.S. Secretary of Transportation Norman Y. Mineta announced the establishment of this Commission and the selection of David L. Winstead, a Washington attorney and a former Maryland Secretary of Transportation, as the chair. Mr. Winstead is a former chairman of the Maryland Aviation Commission, and was President of the American Association of State Highway and Transportation Officials (AASHTO) in 1998. The Secretary also named Patrick V. Murphy, Jr., and Maryles Casto to serve on the commission. Mr. Murphy is a former Deputy Assistant Secretary for Aviation and International Affairs at the U.S. Department of Transportation, and is currently a principal at Gerchick-Murphy Associates, a Washington consulting firm. He currently represents United Airlines, JetBlue, and United Parcel Service. Ms. Casto is President and CEO of Casto Travel, Inc. of Santa Clara, California, the largest travel agency in the Silicon Valley.

Members of Congress previously appointed the following commissioners:

- Mr. Ted R. Lawson, President and CEO of National Travel, Inc. in Charleston, West Virginia, appointed by Senate Majority Leader Tom Daschle.
- Dr. Ann B. Mitchell, President and Owner of Carlson Wagonlit/Travel First, Inc. in Starkville, Mississippi, appointed by Senate Minority Leader Trent Lott.
- Ms. Joyce Rogge, Senior Vice President-Marketing at Southwest Airlines in Dallas, appointed by Senator Lott.
- Mr. Paul M. Ruden, Senior Vice President for Legal and Industry Affairs for the American Society of Travel Agents in Washington, appointed by House Speaker Dennis Hastert.
- Mr. Gerald J. Roper, President and CEO of the Chicagoland Chamber of Commerce, appointed by Speaker Hastert.
- Mr. Thomas P. Dunne, Sr., Chairman, CEO and President of the construction company Fred Weber, Inc., and a professional engineer in Maryland Heights, Missouri, appointed by House Minority Leader Richard Gephardt.

The Commission will hold its first public hearing on Wednesday, June 12, starting promptly at 10:00 AM in the Hemisphere—A Conference Room, Ronald Building at 1300 Pennsylvania Avenue, NW., Washington, DC. Other hearings are planned for June 26 in

Chicago, and July 11 in San Francisco. Public comments may be submitted to the Commission at the Commission's offices.

The Commission's offices are located at 1110 Vermont Avenue NW., Suite 1160, Washington, DC 20005. The Executive Director of the Commission is Mr. Richard J. Fahy, Jr. Mr. Fahy is a graduate of Yale Law School and is a former Associate General Counsel with American Airlines. Recently, he served as Senior Vice President and General Counsel of Vacation.Com, Inc., the largest travel agency industry consortium with over 9000 members.

Dated: June 4, 2002.

**Douglas V. Leister,**

*Executive Assistant.*

[FR Doc. 02-14518 Filed 6-7-02; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-2002-12420]

#### Great Lakes Pilotage Advisory Committee

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The Great Lakes Pilotage Advisory Committee (GLPAC) will meet to discuss various issues relating to pilotage on the Great Lakes. The meeting will be open to the public.

**DATES:** GLPAC will meet on Monday, July 1, 2002, from 1:30 p.m. to 5 p.m. and on Tuesday, July 2, 2002, from 9 a.m. to 4 p.m. The meeting may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before June 20, 2002. Requests to have a copy of your material distributed to each member of the committee should reach the Coast Guard on or before June 20, 2002.

**ADDRESSES:** GLPAC will meet in the Grissom Room of the Holiday Inn—BWI Airport, 890 Elkridge Landing Road, Linthicum, MD 21090. Send written material and requests to make oral presentations to Margie Hegy, Commandant (G-MW), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. This notice is available on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Margie Hegy, Executive Director of GLPAC, telephone 202-267-0415, fax 202-267-4700.

**SUPPLEMENTARY INFORMATION:** Notice of the meeting is given under the Federal

Advisory Committee Act, 5 U.S.C. App. 2.

### Agenda of Meeting

The agenda includes the following:

- (1) Overview of pilotage on the Great Lakes.
- (2) Relocation of the Great Lakes Pilotage Staff.
- (3) Bridge Hour Study.
- (4) Ratemaking Methodology.
- (5) Automatic Identification System (AIS) Training.
- (6) Information Exchange.

### Procedural

The meeting is open to the public. Please note that the meeting may close early if all business is finished. At the Chair's discretion, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Executive Director no later than June 20, 2002. Written material for distribution at the meeting should reach the Coast Guard no later than June 20, 2002. If you would like a copy of your material distributed to each member of the committee in advance of the meeting, please submit 10 copies to the Executive Director no later than June 20, 2002.

### Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the Executive Director as soon as possible.

Dated: June 3, 2002.

**Paul J. Pluta,**

*Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety, Security and Environmental Protection.*

[FR Doc. 02-14516 Filed 6-7-02; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Suffolk County, New York

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a NEPA environmental impact statement will be prepared for proposed highway project PIN 0041.97, NY 25 Reconstruction, County Road 83 to Coram—Mt. Sinai Road, Suffolk County, New York.

**FOR FURTHER INFORMATION CONTACT:** Thomas Oelerich, P.E., Acting Regional