

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 Maillert,

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

[FR Doc. 01-20998 Filed 8-20-01; 8:45 am]

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.

[FR Doc. 01-21001 Filed 8-20-01; 8:45 am]

BILLING CODE 4910-62-P

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

complaint corrective actions) associated with meeting the criteria of a Qualified Internet Communication Provider (QICP) for the transmission of aviation weather, Notice to Airmen (NOTAM), and aeronautical data via the Internet.

DATES: Comments must be received on or before October 22, 2001.

ADDRESSES: Comments may be mailed or delivered to the FAA at the following address: Mr. Steven Albersheim, Federal Aviation Administration, Aerospace Weather Policy Division, ARS-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street, Federal Aviation Administration, Standards and Information Division (APF-100), 800 Independence Ave., SW., Washington, DC 20591, or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: *Title:* Criteria for Internet Communications of Aviation Weather, NOTAM, and Aeronautical Data.

Abstract: Aviation weather information is available on the Internet from a variety of government and vendor sources with minimal quality control. Users of the National Airspace System (NAS), dispatchers, pilots, and air traffic controllers/specialists have expressed interest in the ability to utilize the Internet to retrieve aviation weather text and graphic products for operational decision-making. The FAA is in the process of establishing criteria in an Advisory Circular (AC) for QICPs, who disseminate aviation weather, NOTAM, and aeronautical data via the Internet, for the purpose of ensuring the reliability, accessibility and security of the data and encouraging the identification of the approval status of products. A proposed AC will provide information on QICP criteria and recommended practices as well as the procedures for a provider to become a QICP. The FAA Aerospace Weather Standards Division (ARS-200) will maintain a current list of all QICPs on a designated Web page accessible by the general public.

A person or organization, at their option, may be designated as a QICP by meeting the criteria as listed in the AC. The criteria address such attributes as reliability, accessibility, and security and encourage the QICP to provide FAA with semi-annual reports of performance statistics. In addition, the FAA is recommending that QICPs should maintain a retrievable archive of Web server log files as well as data received and provided in each user transaction for a period of no less than 15 days. The purpose is to be able to retrieve information provided by/to a

user in the event of an aircraft incident or accident. The QICP should make this data available in the form of a readable certified true copy upon request of the FAA, the National Transportation Safety Board or a Federal, state or local law enforcement agency.

To help the public know who is a QICP, the FAA plans to maintain a list of applicants who meet the criteria in the AC. Users of the NAS are encouraged to utilize services of qualified providers who are on the FAA list to ensure that they are accessing secure data. Further, the FAA plans to propose in a soon to be issued draft policy statement, that persons who conduct operations under Title 14 of the code of Federal Regulations parts 121 and 135 will not be permitted to use Internet communications for aeronautical decision making unless they obtain authorization from the Administrator, in their operations specifications. Such authorization will enable use of a QICP for Internet transmission of aeronautical data, NOTAM, and aviation weather information that will be used to determine whether to issue a dispatch or flight release for the operation of flights under those regulations.

For record keeping purposes, QICP applicants are requested to provide the following:

(1) Submit a letter of application to ARS-200 with the following attachments:

- (a) Service Description
- (b) Security Plan
- (c) Capability Demonstration Plan
- (d) Ongoing Maintenance Plan

(2) Satisfactorily complete the Capability Demonstration.

Semi-annually, QICPs should demonstrate ongoing maintenance by collecting facility performance statistics and providing them to the Aerospace Weather Standards Division (ARS-200). Additionally, QICPs should acknowledge and address user complaints within 14 days of receipt, and forward user complaints to the staff within 30 days of receipt with an explanation of actions taken.

Description and number of proposed respondents: It is anticipated that a limited number of applicants will elect to submit the requested information to become a QICP. It is estimated that the number of applicants will be 10.

Burden hours: It is estimated that each QICP applicant will require 568 hours for the initial application and 274 hours for each subsequent year. In total it is estimated that it will take 5,680 hours for the first year and 2,740 hours each subsequent year for renewal of their status of being a QICP.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. Therefore, the FAA is soliciting comments to: (i) Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (ii) evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (iii) enhance the quality, utility and clarity of the information to be collected; and (iv) minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated electronic, mechanical or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Issued in Washington, DC, on August 14, 2001.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Program Management Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Program Management Committee meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the RTCA Program Management Committee.

DATES: The meeting will be held September 13, 2001 starting at 9:00 am.

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L. Street, NW, Suite 850, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L. Street, NW, Suite 850, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Program Management Committee meeting. The agenda will include: