

#### IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Persons making written submissions should file six copies thereof with the Secretary, Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549-0609. Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying at the Commission's Public Reference Room. Copies of such filing will also be available for inspection and copying at the principal office of the NASD. All submissions should refer to File No. SR-NASD-2002-11 and should be submitted by March 27, 2002.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.<sup>8</sup>

**Margaret H. McFarland,**  
*Deputy Secretary.*

[FR Doc. 02-5323 Filed 3-5-02; 8:45 am]

BILLING CODE 8010-01-P

#### DEPARTMENT OF TRANSPORTATION

##### Office of the Secretary

##### Agency Information Collection; Transportation for Individuals With Disabilities—Accessibility of Over-the-Road Buses (OTRBs); Correction

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

**ACTION:** Correction to notice and request for comments.

**SUMMARY:** On February 5, 2002 (67 FR 5353), the Department of Transportation published a notice and request for comments on the information collection requirements in the Department's amendment of its final rule on Accessibility of Over-the-Road Buses. This document corrects certain editorial errors in that document. The corrections do not affect the substance of the notice.

##### FOR FURTHER INFORMATION CONTACT:

Linda C. Lasley, Attorney-Advisor, Regulation and Enforcement, Office of the General Counsel, U.S. Department of

Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-4723.

**SUPPLEMENTARY INFORMATION:** On page 5354, column one, of the notice and request for comments, the abstract states in part:

The final rule has four different recordkeeping/reporting requirements. The first has to do with 48 hour advance notice and compensation. The second has to do with equivalent service and compensation."

Unfortunately, through an editorial error on the Department's part, the abstract erroneously refers to "compensation." All references to compensation were removed in the final rule. We regret any confusion caused by the inclusion of compensation in this notice. The Department is not seeking comments regarding compensation. The Department removed this provision from the final rule in response to a court decision.

Issued this 22nd day of February 2002, at Washington, DC.

**Robert C. Ashby,**

*Deputy Assistant General Counsel for Regulation and Enforcement.*

[FR Doc. 02-5154 Filed 3-5-02; 8:45 am]

BILLING CODE 4910-62-P

#### DEPARTMENT OF TRANSPORTATION

##### Coast Guard

[USCG 2001-11105]

##### Information Collection Under Review by the Office of Management and Budget (OMB): 2115-0638

**AGENCY:** Coast Guard, DOT.

**ACTION:** Request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, this request for comments announces that the Coast Guard has forwarded one Information Collection Report (ICR) abstracted below to the Office of Information and Regulatory Affairs (OIRA) of the Office of Management and Budget (OMB) for review and comment. Our ICR describes the information we seek to collect from the public. Review and comment by OIRA ensures that we impose only paperwork burdens commensurate with our performance of duties.

**DATES:** Please submit comments on or before April 5, 2002.

**ADDRESSES:** To make sure that your comments and related material do not enter the docket [USCG 2001-11105] more than once, please submit them by only one of the following means:

(1)(a) By mail to the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001. (b) OIRA, 725 17th Street NW., Washington, DC 20503, to the attention of the Desk Officer for the Coast Guard. Caution: Because of recent delays in the delivery of mail, your comments may reach the Facility more quickly if you choose one of the other means described below.

(2)(a) By delivery to room PL-401 at the address given in paragraph (1)(a) above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329. (b) OIRA, at the address given in paragraph (1)(b) above, to the attention of the Desk Officer for the Coast Guard.

(3) By fax to (a) the Docket Management Facility at 202-493-2251 or (b) OIRA 202-395-7285, attention: Desk Officer for the Coast Guard.

(4)(a) Electronically through the Web site for the Docket Management System at <http://dms.dot.gov>. (b) OIRA does not have a Web site on which you can post your comments.

The Docket Management Facility maintains the public docket for this notice. Comments and material received from the public, as well as documents mentioned in this notice as being available in the docket, will become part of this docket and will be available for inspection or copying at room PL-401 (Plaza level), 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>.

Copies of the complete ICR are available for inspection and copying in public dockets. A copy of it is available in docket USCG 2001-11105 of the Docket Management Facility between 10 a.m. and 5 p.m., Monday through Friday, except Federal holidays; for inspection and printing on the internet at <http://dms.dot.gov>; and for inspection from the Commandant (G-CIM-2), U.S. Coast Guard, room 6106, 2100 Second Street SW., Washington, DC, between 10 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

##### FOR FURTHER INFORMATION CONTACT:

Barbara Davis, Office of Information Management, 202-267-2326, for questions on this document; Dorothy Beard, Chief, Documentary Services Division, U.S. Department of Transportation, 202-366-5149, for questions on the docket.

**SUPPLEMENTARY INFORMATION**

<sup>8</sup> 17 CFR 200.30-3(a)(12).

## 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