

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0672.

Form(s): N/A.

Affected Public: A total of 10 respondents.

Abstract: An Advisory Circular (AC) establishes criteria for Qualified Internet Communications Providers (QICP), who provide access to aviation weather, Notice to Airmen (NOTAM) and aeronautical data via the Public Internet. The AC describes procedures for a provider to become and remain an FAA approved QICP, and the information collected is used to determine the provider's eligibility.

Estimated Annual Burden Hours: An estimated 2,873 hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection technique or other forms of information technology.

Dated: Issued in Washington, DC on October 18, 2004.

Judith D. Street,

FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.

[FR Doc. 04-23670 Filed 10-21-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Request Renewal From the Office of Management and Budget (OMB) of One New Public Collection of Information

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites the public comment on one public information collection which will be submitted to OMB for renewal.

DATES: Comments must be received on or before December 21, 2004.

ADDRESSES: Comments may be mailed or delivered to the FAA at the following address: Ms. Judy Street, Room 613, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: In accordance with the Paperwork Reduction Act of 1995, 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 solicits comments on the following collection of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection in preparation for submission to renew the clearance of the following information collection.

1. 2120-XXXX, National Assessment of General Aviation Single Engine Land Pilots. The Civil Aerospace Medical Institute (CAMI) will collect the information on behalf of the Federal Aviation Administration's (FAA) Flight Standards (AFS) organization. Newly certified general aviation (GA) Airplane Single-Engine Land (ASEL) pilots within the United States will receive an anonymous and voluntary survey to complete and return by mail. The information collected will be used to assess pilots' experiences during the certification process. CAMI will be responsible for the logistical details associated with mailing out surveys and collecting and processing the responses. The current estimated annual reporting burden is 6,250 hours.

Issued in Washington, DC on October 15, 2004.

Judith D. Street,

FAA Information Collection Clearance Officer, APF-100.

[FR Doc. 04-23672 Filed 10-21-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Associate Administrator for Commercial Space Transportation Notice of Availability and Request for Comment on a Draft Supplemental Environmental Assessment (EA) for the East Kern Airport District (EKAD) Launch Site Operator License for the Mojave Airport, CA

AGENCY: Federal Aviation Administration (FAA), Associate Administrator for Commercial Space Transportation (AST) prepared the Draft Supplemental EA.

ACTION: Notice of availability and request for comment.

SUMMARY: In accordance with National Environmental Policy Act (NEPA) regulations, the FAA is initiating a public review and comment period for a Draft Supplemental EA. In February 2004, the FAA released a Final Environmental Assessment for the East Kern Airport District Launch Site Operator License for the Mojave Airport, which analyzed the environmental impacts of operating a launch site at the Mojave Airport in Mojave, California. The February 2004 EA was prepared to support an application from EKAD to operate a licensed launch facility at the Mojave Airport. Two types of launch vehicles were included in the analysis as typical vehicles that would operate from the Mojave Airport. The first vehicle type, referred to in the EA as Concept A, includes air-drop designs where two vehicles, an airplane and a launch vehicle are mated together, and the airplane carries the launch vehicle to a predetermined altitude where the launch vehicle is dropped and its rocket engines ignite. The second vehicle type referred to in the EA as Concept B includes horizontally launched vehicles, which use rocket power to takeoff from a standard aviation runway.

The FAA issued a launch license to Scaled Composites, Limited Liability Corporation (LLC) on April 7, 2004 for launches of the SpaceShipOne vehicle, which is similar to Concept A launch vehicles described and analyzed in the February 2004 EA. The February 2004 EA considered the environmental impacts of launching up to six (6) Concept A launch vehicles from the Mojave Airport in 2004. To ensure that Scaled Composites and other potential Concept A vehicle operators would have maximum flexibility in using the Mojave Airport to support their launch programs, the Draft Supplemental EA considers the environmental impacts of

four (4) additional Concept A launches in 2004 for a maximum of 10 launches in 2004. The Draft Supplemental EA considers the cumulative impacts of the six (6) previously analyzed launches, the four (4) additional launches of Concept A vehicles, and other existing and proposed operations at the Mojave Airport.

DATES: The public comment period for the NEPA process begins with the publication of this notice and request for comment in the Federal Register. To ensure that all comments can be addressed in the Final Supplemental EA, comments must be received by the FAA no later than November 24, 2004.

Copies of the Draft Supplemental EA will be made available at the following libraries:

- Edwards Air Force Base Library
- Kern County Library (Boron, California City, Mojave, and Tehachapi Branches)
- Kern River Valley Library (Lake Isabella and Rosamond Branches)
- Palmdale City Library

A downloadable electronic version of the Draft Supplemental EA is available on the FAA Internet site <http://ast.faa.gov>.

FOR FURTHER INFORMATION CONTACT:

Written and oral comments regarding the Draft Supplemental EA should be submitted to, Mr. Doug Graham, FAA Environmental Specialist, Mojave Airport Supplemental EA, c/o ICF Consulting, 9300 Lee Highway, Fairfax, VA 22031; e-mail mojave.sea@icfconsulting.com; or fax (703) 934-3951.

Additional Information: The purpose of the proposed action is to offer the Mojave Airport as an alternative location to Federal facilities or other commercial sites for launches of horizontal launch vehicles. This is consistent with the FAA's mission to ensure protection of the public, property, and the national security and foreign policy interests of the U.S., in the event of a commercial launch or reentry activity, and to encourage, facilitate, and promote U.S. commercial space transportation. Launches of SpaceShipOne and other Concept A launch vehicles from the Mojave Airport are needed to help meet the increasing demand for access to space. This demand for access to space cannot be met solely by the National Aeronautics and Space Administration (NASA) or Department of Defense (DoD). As the demand continues to increase it is conceivable that more than six (6) launches of Concept A launch vehicles may be required in 2004.

At this time, SpaceShipOne is the only operational Concept A vehicle that can launch from the Mojave Airport. Scaled Composites has notified EKAD that they may need to conduct up to 10 launches in 2004. The proposed action in the Draft Supplemental EA is for the FAA to license up to four (4) additional launches of Concept A vehicles from the Mojave Airport in 2004. There are no Concept B launches proposed in 2004. This would bring the maximum total number of launches of Concept A vehicles to 10 for 2004. Neither Scaled Composites, nor any other potential Concept A vehicle operator has identified a need to conduct more than six (6) launches per year in the years 2005 to 2008. Because there is no reasonably foreseeable need to conduct more than six (6) launches per year in 2005 to 2008, no additional launches are considered in subsequent years and the number of launches would remain as described in the February 2004 EA.

No construction activities are proposed as part of this proposed action. Existing infrastructure, including hangars and runways, would be used to support launch and landing operations at the airport.

Concept A launch operators would coordinate with the Mojave Airport and air traffic control towers in accordance with existing protocols prior to conducting launches and landings at the Mojave Airport.

Under the no action alternative, the FAA would not increase the number of licensed launches of Concept A vehicles. As analyzed in the February 2004 EA, six (6) total launches of Concept A vehicles could occur from the Mojave Airport in 2004; however, the four (4) additional proposed launches would not occur.

Potential impacts of the proposed action and no action alternative were analyzed in the Draft Supplemental EA. Potential environmental impacts of successful launches include impacts to air quality, airspace, biological resources, cultural resources, health and safety, hazardous materials and hazardous waste, geology and soils, land use, noise, socioeconomic and environmental justice, transportation, visual and aesthetic resources, and water resources. The impacts of the no action alternative would be the same as those described in the February 2004 EA.

Potential cumulative impacts of proposed action are also addressed in the Draft Supplemental EA.

Date Issued: October 18, 2004. Washington, DC.

Herbert Bachner,

Manager, Space Systems Development Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

**RTCA Special Committee 186:
Automatic Dependent Surveillance—
Broadcast (ADS-B)**

AGENCY: Federal Aviation Administration (FAA), dot.

ACTION: Notice of RTCA Special Committee 186 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 186: Automatic Dependent Surveillance—Broadcast (ADS-B).

DATES: The meeting will be held November 1-5, 2004 starting at 9 a.m. (unless stated otherwise).

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, 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 Special Committee 186 meeting. **Note:** *Specific working group sessions will be held on November 1, 2 & 3.* The plenary agenda will include:

- November 4-5:
- Opening Plenary Session (Chairman's Introductory Remarks, Review of Meeting Agenda, Review/Approval of Previous Meeting Summary).
- SC-186 Activity Reports.
- WG-1, Operations & Implementation.
- WG-2, Traffic Information Service—Broadcast (TIS-B).
- WG-3, 1090 MHz Minimum Operational Performance Standard (MOPS).
- WG-4, Application Technical Requirements.
- WG-5, Universal Access Transceiver (UAT) MOPS.
- WG-6, Automatic Dependent Surveillance-Broadcast (ADS-B) Minimum Aviation System Performance Standards (MASPS).