

*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.*

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**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.*

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## 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