

would collect information pertaining to UAS air carrier-like operations (85 FR 73334). The FAA received supporting comments from four organizations: Airlines for America, Small UAV Coalition, Helicopter Association International (HAI), and the National Agricultural Aviation Association (NAAA).

HAI believes this collection is a valuable opportunity and will be an effective source of information to inform FAA. NAAA commented that it is vital that a safe, low-altitude airspace exist for all users and advocates for pilots of UAS operations to hold a pilot certificate. NAAA added that the proposed collection would support establishing the minimum knowledge, skills, abilities, testing, and staffing procedures required for operating UAS. Similarly, the Small UAV Coalition supports the proposed collection recognizing the benefits of establishing minimum requirements in terms of aeronautical knowledge and in-flight practical training and testing for remote pilots conducting air carrier operations and suggests adjustments are necessary from existing remote pilot certificate requirements for operations conducted under 14 CFR part 107.

Three of these commenters included recommendations for who should be eligible to respond to the survey. HAI suggested the FAA seek responses from the broadest possible cross-section of operations. HAI noted that many legacy rotorcraft organizations conducting a wide variety of operations have integrated UAS into their operations with more expected to follow. Data gathered from persons with experience in both manned and unmanned operations could be valuable. NAAA recommended that respondents include pilots with manned aircraft experience in operating around UAS, specifically those that normally conduct operations in low-altitude environments, though not necessarily experienced in flying unmanned aircraft.

The FAA agrees that information from a broad cross-section of the aviation industry is important in gathering the data it seeks with this collection. The survey is designed such that respondents can indicate which area of the industry they represent. This will aid in understanding the more specific information gathered in the survey regarding knowledge, skill, training, testing, and fatigue-related policies and procedures. The FAA has specifically included some of the recommended industries of agriculture, infrastructure, and emergency response. If a respondent's industry is not part of the generated listed, they will have the

opportunity to write it in. Because of the UAS-specific information and experience we are seeking, we are requiring that the respondents have some kind of work-related experience with unmanned aircraft or that their organization currently operates or plans to operate unmanned aircraft commercially.

The Small UAV Coalition noted in its comments that the FAA did not explain how it arrived at the estimate of 180 respondents. The Small UAV Coalition believes the survey should include Part 107 waiver holders because of the experience they have in complex UAS operations, particularly those beyond the line of sight of the remote pilot.

The FAA arrived at the estimate of 180 respondents due to both statistical reasons and prior experience with survey data collections. The requirement for 180 respondents represents a sufficient amount needed to draw reliable and valid conclusions from the data while reducing the American public's paperwork burden as much as possible. Exceeding this number will not be problematic from a statistical viewpoint, and given that the survey is being distributed electronically, should not be a problem from a paperwork burden viewpoint as well. The FAA has generated a list of potential respondents to invite for participation, which helped to estimate the potential number. However, the number of respondents is not limited to only those on that list. The survey link can be forwarded or made available to others. Acknowledging the comments received regarding distribution and who it should include, the FAA will provide the survey link to NAAA, HAI, and the Small UAV Coalition by means of an invitational email. Enclosed in the invitational email is a survey link that states, "You may forward this survey to your colleagues and peers who meet this criteria, even if you do not." Thus, these organizations can then email the survey invitation to their membership as they deem appropriate given the information the FAA has provided. Due to privacy concerns, the FAA will neither share nor accept participant contact lists but will encourage the organization to share the survey link with individuals who meet the survey criteria.

The Small UAV Coalition also suggested that the academic experts should include those "who have examined how fatigue may occur while a human operates a machine with increasing levels of autonomy as well as complexity in tasks" noting that these experts may not have experience with UAS operations, but their information may be valuable.

The FAA appreciates the suggestion and agrees that the fatigue information recommended would be valuable but such information exceeds the scope of the survey. The FAA has other research tasks that better capture this type of fatigue information. This particular survey is seeking operation-specific details and policies that organizations may have concerning time on duty in relationship to tasks, and other fatigue-related policies. As noted previously, this survey would not prevent someone with that kind of expertise from responding, but the questions are not designed to capture other research that is available.

Respondents: 180 respondents.

Frequency: One-time collection.

Estimated Average Burden per Response: 45-minute burden per response.

Estimated Total Annual Burden: 135 hours, total burden.

Issued in Oklahoma City, OK, on January 21, 2021.

Ashley Awwad,

Management and Program Analyst, FAA Aviation Safety, Civil Aerospace Medical Institute, Flight Deck Human Factors Research Lab (AAM-510).

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation: Notice of Availability for the Final Programmatic Environmental Assessment and Finding of No Significant Impact for the Shuttle Landing Facility Reentry Site Operator License

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of availability.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), Council on Environmental Quality NEPA implementing regulations, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of the Final Programmatic Environmental Assessment and Finding of No Significant Impact for the Shuttle Landing Facility (SLF) Reentry Site Operator License (Final PEA and FONSI).

FOR FURTHER INFORMATION CONTACT: Stacey Zee, Environmental Protection Specialist, Federal Aviation

Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591; phone (202) 267-9305; email Stacey.Zee@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA is the lead agency. The National Aeronautics and Space Administration, U.S. Space Force, U.S. Fish and Wildlife Service, and the National Park Service are cooperating agencies for the PEA due to their special expertise and jurisdictions.

The FAA has prepared the Final PEA to evaluate the potential environmental impacts of the FAA issuing a Reentry Site Operator License to Space Florida for the operation of a commercial space reentry site at the SLF located at the Cape Canaveral Spaceport, which includes the Kennedy Space Center and the Cape Canaveral Space Force Station (formerly called the Cape Canaveral Air Force Station). Under the Proposed Action, the FAA would issue a Reentry Site Operator License to Space Florida, which would authorize Space Florida to offer the SLF as a horizontal reentry and landing site to prospective commercial space reentry vehicle operators.

A programmatic document is a type of general, broad environmental review from which subsequent NEPA documents can be tiered, focusing on the issues specific to the subsequent action (40 CFR 1502.20). If a commercial space operator applies to the FAA for a reentry license to conduct reentry operations at the SLF, that operator would develop a separate environmental document, tiering off the PEA, to support their application. The tiered environmental document would be a more detailed analysis based on vehicle specific operations.

The Final PEA evaluated the potential environmental impacts of the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not issue a Reentry Site Operator License to Space Florida for operating a commercial space reentry site at the SLF.

The FAA published a Draft PEA for public comment on October 30, 2020 and held a virtual public meeting on December 2, 2020. The public comment period closed on December 7, 2020. The FAA received 3 public comments. The FAA considered all public comments when preparing the Final PEA.

The FAA has posted the Final PEA and FONSI on the FAA Office of Commercial Space Transportation website: https://www.faa.gov/space/environmental/nepa_docs.

Issued in Washington, DC.

Daniel P. Murray,

Manager, Safety Authorization Division.

[FR Doc. 2021-01575 Filed 1-25-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2018-1087]

Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Operation of Small Unmanned Aircraft Systems Over People

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request Office of Management and Budget (OMB) approval for a new information collection. The collection involves operators and owners of small unmanned aircraft systems (UAS) issued an airworthiness certificate under Part 21, and mandates that these entities must retain records of all maintenance performed on their aircraft and records documenting the status of life-limited parts, compliance with airworthiness directives, and inspection status of the aircraft. These records are used to validate that aircraft are maintained in a manner that ensures the reliability associated with having an airworthiness certificate and that the operations-over-people privileges afforded to category 4 operations continue to be appropriate. The owner or operator may keep these records electronically or by paper.

DATES: Written comments should be submitted by March 29, 2021.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.regulations.gov (Enter docket number into search field).

By mail: Dwayne C. Morris, 800 Independence Ave. SW, Washington, DC 20591.

By email: chris.morris@faa.gov.

By fax: 202-267-1078.

FOR FURTHER INFORMATION CONTACT:

Michael Machnik by email at: michael.machnik@faa.gov; phone: 630-488-0090.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this

information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120-0775.

Title: Operation of Small Unmanned Aircraft Systems over People.

Form Numbers: N/A.

Type of Review: New.

Background: The FAA published the final rule Operation of Small Unmanned Aircraft Systems over People on January 15, 2021 (86 FR 4314). In that rule, the FAA is requiring that owners and operators of small UAS issued an airworthiness certificate under part 21 retain records of all maintenance performed on their aircraft and records documenting the status of life-limited parts, compliance with airworthiness directives, and inspection status of the aircraft. The records must be kept for the time specified in § 107.140, and they must be available to the FAA and law enforcement personnel upon request. The owner may keep these records electronically or on paper.

Respondents: The FAA estimates that an average of two owners per year will be subject to this recordkeeping requirement. The FAA further estimates that each of those owners operates a fleet of 100 UAS.

Frequency: On occasion.

Estimated Average Burden per Response: The FAA estimates that creation and retention of these records would require 30 minutes per UAS.

Estimated Total Annual Burden: 100 hours per year, based on an estimate of 2 owners per year, each owning 100 UAS and spending 30 minutes per UAS.

Issued in Washington, DC, on January 20, 2021.

Dwayne C. Morris,

Project Manager, Flight Standards Service, General Aviation and Commercial Division.

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