

proposed activities do not present unacceptable national security or foreign policy implications for the United States.

The FAA collects information before and after the issuance of a vehicle operator license. An applicant's license proposal is assessed in terms of significant policy issues affecting the national security, foreign policy interests, or international obligations of the United States. Information collected allows AST to make a preliminary assessment of a proposed launch or reentry prior to beginning general licensing application procedures. The applicant must also demonstrate that it can safely launch, including with a payload if any, or reenter its vehicle. To this end, AST's safety evaluation process requires an applicant to submit information that includes a description of its system safety program, hazard control strategy, and mishap response plan. Also, operators must meet preflight and post-flight reporting requirements.

Additionally, Article IV of the 1975 Convention on Registration of Objects Launched Into Outer Space (Registration of Space Objects), to which the United States is a signatory, requires details about the orbit of each space object. To meet this obligation, the FAA requires operators to register with AST the name and mission of any payload.

Further, according to the requirements of the National Environmental Policies Act, 42 U.S.C. 4321, et seq., (NEPA), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA, 40 CFR parts 1500–1508, and the DOT's Procedures for Considering Environmental Impacts, (that is, DOT Order 5610.1C), applicants must submit environmental information to AST. This includes information concerning proposed new launch or reentry sites and launch or reentry vehicles not currently described in the environmental impact statements, as well as payloads that may have significant environmental impacts if a launch or reentry accident occurs.

For the most part, the information the FAA collects is not collected by other government entities. However, the FAA works with regulated entities and other government agencies to identify areas of duplication. To the extent the FAA identifies duplication, the FAA encourages regulated entities to submit the previously submitted documentation to the FAA in its original format. In general, an applicant can submit information in any format. Unique information routinely constitutes a small portion of the data

collected. Furthermore, instead of resubmitting a document to the FAA, the FAA allows a regulated entity to reference previously submitted materials (highlighting any changes).

The FAA expects the information received under prior OMB Control Numbers 2120–0608 and 2120–0643 to be substantively similar to the information received under the new OMB control number.

Respondents: All entities wishing to obtain or maintain a vehicle operator license to conduct commercial space launch or reentry activities would be required to report information from this collection.

Frequency: An operator may submit an initial application for one or multiple launches or reentries or may modify an existing license or may renew an existing license. The FAA estimates it would receive on average 5 initial applications, 9 modifications, and 3 renewals annually.

Estimated Average Burden per Response: Each initial application is estimated to take 2,903 hours, each modification is estimated to take 1,452 hours and each license renewal is expected to take 290 hours.

Estimated Total Annual Burden: The estimated total average annual burden hours is 27,000 hours.

Issued in Washington, DC, on May 3, 2019.

Kelvin B. Coleman,

Deputy Associate Administrator, Office of Commercial Space Transportation.

[FR Doc. 2019–09588 Filed 5–8–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on a Proposed Change of Airport Property Land Use From Aeronautical to Non-Aeronautical Use at the Myrtle Beach International Airport, Myrtle Beach, South Carolina

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA is considering a request from the Horry County, Department of Airports to change approximately 17 acres of airport property located on the southeastern portion of the Myrtle Beach International Airport from aeronautical use to non-aeronautical use. The airport will retain ownership of this parcel while establishing a land lease for a solar panel farm. Currently, ownership of the property provides protection of

FAR Part 77 surfaces and compatible land use.

DATES: Comments must be received on or before June 10, 2019.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address:

Atlanta Airports District Office, Attn: Rob Rau, Planning Team Lead, 1701 Columbia Ave., Suite 220, Atlanta, GA 30337–2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ryan Betcher, Director of General Aviation and Properties, Horry County Department of Airports at the following address:

1100 Jetport Road, Myrtle Beach, SC 29577.

FOR FURTHER INFORMATION CONTACT: Rob Rau, Planning Team Lead, Atlanta Airports District Office, 1701 Columbia Ave., Suite 220, Atlanta, GA 30337–2747, (404) 305–6799. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by the Horry County Department of Airports to release approximately 17 acres of airport property at the Myrtle Beach International Airport. The land is currently owned and operated by the airport, but not currently in use or planned for aeronautical use. The property will be leased with intent to install a solar panel farm. The proceeds from the lease of this property will be used for airport purposes.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Myrtle Beach International Airport.

Issued in Atlanta, Georgia, on May 3, 2019.

Larry F. Clark,

Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 2019–09584 Filed 5–8–19; 8:45 am]

BILLING CODE 4910–13–P