

necessary for TSA to help set the Aviation Security Infrastructure Fee (ASIF), including information about air carriers' and foreign air carriers' costs related to screening passengers and property in calendar year 2000.

**DATES:** Send your comments by March 29, 2004.

**ADDRESSES:** Comments may be mailed or delivered to Conrad Huygen, Privacy Act Officer, Information Management Programs, TSA-17, Office of Finance and Administration, Transportation Security Administration HQ, Floor 4, West Building, 601 South 12th Street, Arlington, VA 22202-4220.

**FOR FURTHER INFORMATION CONTACT:** For Paperwork Reduction Act issues: Conrad Huygen at the above address or by telephone at (571) 227-1954; facsimile (571) 227-2912. For other issues: Randall Fiertz, Director, Office of Revenue, Transportation Security Administration Headquarters, West Building, Floor 5, TSA-14, 601 South 12th Street, Arlington, VA 22202; e-mail: TSA-Fees@dhs.gov, telephone: (571) 227-2323.

**SUPPLEMENTARY INFORMATION:** In accordance with the Paperwork Reduction Act of 1995, (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to a collection of information, unless it displays a valid OMB control number. Therefore, in preparation for submission for OMB clearance of the information collection discussed in this notice, TSA solicits comments in order to—

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency's estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

#### Background

To help defray TSA's costs of providing civil aviation security services, and as authorized by 49 U.S.C. 44940, TSA published in the **Federal Register** on February 20, 2002, an interim final rule adding part 1511 to the Transportation Security Regulations, which imposed a fee known as the Aviation Security Infrastructure Fee

(ASIF) on certain air carriers and foreign air carriers. See 67 FR 7926, as codified at 49 CFR part 1511. The amount of ASIF collected by TSA from the carriers, both overall and per carrier, is based upon the carriers' aggregate and individual costs, respectively, for screening passengers and property in calendar year 2000. 49 U.S.C. 44940(a)(2)(B)(i), (ii).

In conjunction with the issuance of part 1511, TSA requested OMB approval to collect information necessary for TSA to establish the ASIF, including information about the carriers' individual and aggregate costs related to screening passengers and property in calendar year 2000. This information collection included submissions to TSA of data on the carriers' screening-related costs and also of independent audits of that data. On February 28, 2002, TSA published in the **Federal Register** a notice that OMB had approved the required collection and submission of this information under control number (2110-0002). See 67 FR 9355.

#### Purpose of Information Collection

Under Part 1511, carriers must retain any and all documents, records, or information related to the amount of the ASIF, including all information applicable to the carrier's calendar year 2000 security costs and information reasonably necessary to complete an audit. The information collection proposed under this notice is intended to apply to the retention requirement of 49 CFR 1511.9. This requirement includes retaining the source information for the calendar year 2000 screening costs reported to TSA; the calculations and allocations performed to assign costs submitted to TSA; information and documents reviewed and prepared for the required independent audit; the accountant's working papers, notes, worksheets, and other relevant documentation used in the audit; and, if applicable, the specific information leading to the accountant's opinion, including any determination that the accountant could not provide an audit opinion.

#### Description of Information Collection

The information collection, submission, and retention requirement applies to each air carrier and foreign air carrier that incurred costs for the screening of passengers and property in calendar year 2000. It is estimated that the 195 respondent air carriers and foreign air carriers will each on average incur \$330.60 annually, which includes \$180.60 in records storage related costs and \$150 in labor costs for 6 hours of records identification and management

at \$25 per hour. Based on these estimates, the aggregate total for all air carriers will be \$64,467 during the first year. In subsequent years, each air carrier will incur \$104.60 per year, which includes \$54.60 in records storage and \$50 in labor costs for 2 hours of records management at \$25 per hour. For each subsequent year, the total burden for 195 air carriers is estimated at \$20,397 per year. Thus, the annual average burden related to this requirement for all respondents combined over a three-year period is at a cost of \$35,087. The subject records may be used by TSA to make determinations regarding security-related costs in calendar year 2000, including conducting reviews and otherwise ensuring compliance with part 1511.

Issued in Arlington, Virginia, on January 21, 2004.

**Susan T. Tracey,**

*Chief Administrative Officer.*

[FR Doc. 04-1616 Filed 1-26-04; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

#### All-Cargo International Security Procedures for Foreign Air Carriers

**AGENCY:** Transportation Security Administration (TSA), DHS.

**ACTION:** Notice of issuance.

**SUMMARY:** TSA is providing notice that we have issued All-Cargo International Security Procedures to all foreign air carriers that perform all-cargo operations to, from, within, or overflying the United States that are not otherwise regulated under title 49 of the Code of Federal Regulations part 1546, Foreign Air Carrier Security. TSA has issued these procedures to respond to vulnerabilities in air cargo security.

**FOR FURTHER INFORMATION CONTACT:** Robert Baker, TSA-7, Office of Aviation Operations, Transportation Security Administration HQ, 3rd Floor, East Building, 601 South 12th Street, Arlington, VA 22202-4220; telephone (571) 227-3506, facsimile (571) 227-1947, e-mail *Robert.Baker2@dhs.gov*.

**SUPPLEMENTARY INFORMATION:** On November 17, 2003, the Department of Homeland Security's Transportation Security Administration (TSA) issued All-Cargo International Security Procedures (ACISP) for foreign air carriers that perform all-cargo operations using aircraft with a maximum certificated takeoff weight of

12,500 pounds or more, to, from, within, or overflying the United States that are not otherwise regulated under title 49 of the Code of Federal Regulations (49 CFR) part 1546. TSA issued the ACISP pursuant to 49 CFR 1550.7, to respond to vulnerabilities in air cargo security.

The term "overflying" includes any flight departing from an airport or other location outside the United States, its territories or possessions, which transits the territorial airspace of the United States enroute to an airport or other location outside the United States, its territories, or possessions. The territorial airspace of the United States includes the airspace over the United States, its territories and possessions, and the airspace overlying the territorial waters between the U.S. coast and 12 nautical miles from the U.S. coast.

The U.S. Intelligence Community continues to receive and evaluate a high volume of reporting indicating possible threats against U.S. interests. This reporting, combined with recent terrorist attacks, has created an atmosphere of concern. While the ability to conduct multiple, near simultaneous attacks against several targets is not new for such terrorist groups as Al-Qaeda, the manner in which these attacks are being conducted indicates refined capabilities and sophisticated tactics. The Department of Homeland Security remains concerned about Al-Qaeda's continued interest in aviation, including using cargo jets to carry out attacks on critical infrastructure. In recognition of this threat, TSA has made a determination that these circumstances require immediate action to ensure safety in air transportation.

The ACISP includes requirements that the foreign air carrier must conduct random inspections of certain air cargo, verify the identities of persons with access to these flights, ensure the security of the aircraft, and have in place procedures to respond to certain threats. Affected foreign air carriers must implement the procedures set forth in the ACISP which is available by contacting Mr. Robert Baker at the Transportation Security Administration: telephone (571) 227-3506, facsimile (571) 227-1947, e-mail [Robert.Baker2@dhs.gov](mailto:Robert.Baker2@dhs.gov). The ACISP is an interim measure to respond to the concerns set forth above.

Issued in Arlington, Virginia, January 20, 2004.

**David M. Stone,**

*Acting Administrator.*

[FR Doc. 04-1615 Filed 1-26-04; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF THE INTERIOR

### Geological Survey

#### National Cooperative Geologic Mapping Program (NCGMP) Advisory Committee

**AGENCY:** U.S. Geological Survey.

**ACTION:** Notice of meeting.

**SUMMARY:** Pursuant to Pub. L. 108-148, the NCGMP Advisory Committee will meet in Room 7000 A of the Main Interior Building, 1849 C Street, NW., Washington, DC. The Advisory Committee, composed of scientists from Federal Agencies, State Agencies, academic institutions, and private companies, will advise the Director of the U.S. Geological Survey on planning and implementation of the geologic mapping program.

Topics to be reviewed and discussed by the Advisory Committee include the:

- Progress of the NCGMP towards fulfilling the purposes of the National Geologic Mapping Act of 1992.
- Updates on the Federal, State, and educational components of the NCGMP.
- Strategic Goals.

**DATES:** February 10-11, commencing at 9 a.m. on February 10 and adjourning by 5 p.m. on February 11.

**FOR FURTHER INFORMATION CONTACT:** Laurel Bybell, U.S. Geological Survey, 908 National Center, Reston, Virginia 20192 (703) 648-5281.

**SUPPLEMENTARY INFORMATION:** Meetings of the National Cooperative Geologic Mapping Program Advisory Committee are open to the Public.

**P. Patrick Leahy,**

*Associate Director for Geology, U.S. Geological Survey.*

[FR Doc. 04-1638 Filed 1-26-04; 8:45 am]

**BILLING CODE 4310-Y7-M**

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[OR-930-6333 PH COMP, HAG 04-0075]

#### Notice of Availability of the Supplemental Environmental Impact Statement for Management of Port-Orford-Cedar in Southwest Oregon

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice of Availability.

**SUMMARY:** The Forest Service (FS) and Bureau of Land Management (BLM) have prepared a Final Supplemental Environmental Impact Statement (FSEIS) for management of Port-Orford-cedar in southwest Oregon. The

Agencies are supplementing the analyses contained in the Final EISs for the Resource Management Plans for the Coos Bay, Medford, and Roseburg BLM Districts (1995) and the Land and Resource Management Plan for the Siskiyou National Forest (1988), generally federally managed forestlands in southwest Oregon.

The FSEIS is now available to the public. Requests to receive copies of the FSEIS should be sent to the address listed below. Alternately, the FSEIS is available on the Internet at [http://www.or.blm.gov/planning/Port-Orford-cedar\\_SEIS/](http://www.or.blm.gov/planning/Port-Orford-cedar_SEIS/). Copies are also available for inspection at FS and BLM offices in southwestern Oregon and northwestern California, public libraries within the range of the cedar, and in the BLM Oregon State Office reading room at 333 SW. First Avenue, Portland, Oregon. All submissions from organizations or businesses will be made available for public inspection in their entirety. Individuals may request confidentiality with respect to their name, address, and phone number. If you wish to have your name or street withheld from public review, or from disclosure under the Freedom of Information Act, the first line of the comment should start with the words "CONFIDENTIALITY REQUESTED" in uppercase letters in order for BLM to comply with your request. Such request will be honored to the extent allowed by law. Comment contents will not be kept confidential.

**DATES:** Publication of the Environmental Protection Agency (EPA) Notice of Availability and filing of the FSEIS in the **Federal Register** initiates a 30-day Protest Period for the Bureau of Land Management (see 43 CFR § 1610.5-02). The EPA Notice of Availability appeared in the **Federal Register** on January 23, 2004. An appeal period for the Forest Service will be initiated with the signing of the Record of Decision.

**ADDRESSES:** To request copies of the document, or to add your name to the mailing list, contact: Port-Orford-Cedar SEIS Team, P.O. Box 2965, Portland, Oregon 97208; or e-mail to [ORPOCEIS@or.blm.gov](mailto:ORPOCEIS@or.blm.gov); or FAX to (503) 326-2396 and specify POC SEIS Team.

**FOR FURTHER INFORMATION CONTACT:** Ken Denton, SEIS Team Leader, P.O. Box 2965, Portland, Oregon 97208; telephone (503) 326-2368.

**SUPPLEMENTARY INFORMATION:** Port-Orford-cedar is killed by an exotic root disease (*Phytophthora lateralis*) that is linked, at least in part, to transport of spore-infested soil by human and other vectors. Waterborne spores then readily spread the disease down slope and downstream.