

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Agency Information Collection Activities Under OMB Review**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requests (ICR) abstracted below have been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved collections. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collections of information was published on April 12, 2005, page 19144.

**DATES:** Comments must be submitted on or before September 2, 2005. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

**SUPPLEMENTARY INFORMATION:****Federal Aviation Administration (FAA)**

1. *Title:* Pilot schools—FAR 141.  
*Type of Request:* Extension of a currently approved collection.  
*OMB Control Number:* 2120-0009.  
*Forms(s):* FAA Form 8420-8.  
*Affected Public:* A total of 524 pilot schools.

*Abstract:* 49 U.S.C. 44707 authorizes certification of civilian schools giving instruction in flying. 14 CFR part 141 prescribes requirements for pilot schools certification. Information collected is used for certification and to determine compliance. The respondents are applicants who wish to be issued pilot school certificates and associated ratings.

*Estimated Annual Burden Hours:* An estimated 28,878 hours annually.

2. *Title:* Rotorcraft External Load Operator Certificate Application.  
*Type of Request:* Extension of a currently approved collection.  
*OMB Control Number:* 2120-0044.  
*Forms:* FAA Form 8710-4.  
*Affected Public:* A total of 4000 rotorcraft operators.

*Abstract:* 14 CFR part 133, Rotorcraft External-Load Operations, was adopted to establish certification rules governing non-passenger-carrying rotorcraft

external-load operations conducted for compensation or hire. The applicants are individual airmen, state and local governments, and businesses.

*Estimated Annual Burden Hours:* An estimated 3,268 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 techniques or other forms of information technology.

Issued in Washington, DC, on July 27, 2005.

**Judith D. Street,**

*FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.*

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**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement  
Seattle, WA**

**AGENCY:** Federal Highway Administration (FHWA), USDOT.

**ACTION:** Revised notice of intent.

**SUMMARY:** The FHWA is issuing this revised notice of intent to update the public, Tribes, and agencies of changes made to the previous notice of intent for a proposed highway project along SR 99 in Seattle, King County, Washington. The previous notice of intent was published in the **Federal Register** on September 26, 2003. It announced that a Draft Environmental Impact Statement (EIS) would be prepared for the Alaskan Way Viaduct and Seawall Replacement Project. The Draft EIS for the Alaskan Way Viaduct and Seawall Replacement Project was published March 31, 2004. Since the Draft EIS was issued, the project's purpose and need statement has been revised to include access and safety improvements from the Battery Street Tunnel north to Roy Street.

**FOR FURTHER INFORMATION CONTACT:**

Megan Hall (FHWA) 711 South Capitol Way, Suite 501, Olympia, Washington, 98501 (telephone 360-753-8079); Kathryn Stenberg, WSDOT Urban Corridors Office, 999 Third Avenue, Suite 2424, Seattle, Washington, 98104 (telephone 206-382-5279).

**SUPPLEMENTARY INFORMATION:** The FHWA, Washington State Department of Transportation (WSDOT), in cooperation with the City of Seattle will prepare a supplemental draft EIS and a final environmental impact statement documenting the environmental impacts for improvements proposed along the existing SR 99 corridor now partially served by the Alaskan Way Viaduct and Alaskan Way Seawall located in downtown Seattle, King County, Washington. The Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle and is a vital link in the region's roadway system. The Alaskan Way Seawall provides supports for the soils that hold up the viaduct's foundations.

Since the previous notice of intent, the lead agencies have revised the project's purpose and need statement to address the need for safety and access improvements to the SR 99 corridor from the Battery Street Tunnel north to Roy Street.

The revised purpose and need statement for the project is provided below:

The purpose of the proposed action is to provide a transportation facility and seawall with improved earthquake resistance. The project will maintain or improve mobility, accessibility, and traffic safety for people and goods along the existing Alaskan Way Viaduct Corridor as well as improve access to and from SR 99 from the Battery Street Tunnel north to Roy Street. The southern terminus of the project would be approximately Spokane Street. The north terminus would be Roy Street north of the existing Battery Street Tunnel.

The Alaskan Way Viaduct and Alaskan Way Seawall are both at the end of their useful life. Improvements to both are required to protect public safety and maintain the transportation corridor. Because these facilities are at risk of sudden and catastrophic failure in an earthquake, FHWA, WSDOT and the City of Seattle seek to implement these improvements as quickly as possible. Improvements between the Battery Street Tunnel and Roy Street will be needed to improve access to and from SR 99 and to improve local street connections once the viaduct is