

public in accordance with the provisions of 5 U.S.C. 552, will be available for Web site viewing and printing in the Commission's Public Reference Room, 100 F Street NE., Washington, DC 20549, on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of such filing also will be available for inspection and copying at the principal offices of NASDAQ. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR-NASDAQ-2013-080, and should be submitted on or before July 2, 2013.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>12</sup>

**Kevin M. O'Neill,**  
*Deputy Secretary.*

[FR Doc. 2013-13775 Filed 6-10-13; 8:45 am]

**BILLING CODE 8011-01-P**

## SMALL BUSINESS ADMINISTRATION

### Small Business Size Standards: Waiver of the Nonmanufacturer Rule

**AGENCY:** U.S. Small Business Administration.

**ACTION:** Reopen the public comment period.

**SUMMARY:** The U.S. Small Business Administration is reopening the public comment period for the notice to rescind a class waiver of the Nonmanufacturer Rule for Aerospace Ball and Roller Bearings, North American Industry Classification System (NAICS) code 332991, Products and Services Code (PSC) 3110, made available for public comment on April 4, 2013 (78 FR 20371). The public comment period for the notice to rescind the class waiver for Aerospace Ball and Roller Bearings closed on June 3, 2013. The public comment period will reopen for 14 days from publication in response to a public request for additional review time.

**DATES:** The public comment period for the notice published on April 4, 2013 (78 FR 20371) will reopen and close 14 days after the date of publication in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** You may submit comments, identified by docket number SBA-2013-0004, by any of the following methods:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

- Mail/Hand Delivery/Courier: Edward Halstead, Procurement Analyst, U.S. Small Business Administration, 409 3rd Street SW., 8th floor, Washington, DC 20416.

All comments will be posted on [www.Regulations.gov](http://www.Regulations.gov). If you wish to include within your comment confidential business information (CBI) as defined in the Privacy and Use Notice/User Notice at [www.Regulations.gov](http://www.Regulations.gov) and you do not want that information disclosed, you must submit the comment by either Mail or Hand Delivery. In the submission, you must highlight the information that you consider is CBI and explain why you believe this information should be withheld as confidential. SBA will make a final determination, in its sole discretion, as to whether the information is CBI and therefore will be published or withheld.

**FOR FURTHER INFORMATION CONTACT:** Edward Halstead, (202) 205-9885, [Edward.halstead@sba.gov](mailto:Edward.halstead@sba.gov).

**SUPPLEMENTARY INFORMATION:** Section 8(a)(17) of the Small Business Act (the Act), 15 U.S.C. 637(a)(17), and SBA's implementing regulations generally require that recipients of Federal supply contracts that are set aside for small businesses, Small Disabled Veteran Owned Small Business Concerns, Women-Owned Small Businesses, or Participants in the SBA's 8(a) Business Development Program provide the product of a domestic small business manufacturer or processor if the recipient is other than the actual manufacturer or processor of the product. This requirement is commonly referred to as the Nonmanufacturer Rule. 13 CFR 121.406(b). The Act authorizes SBA to waive the Nonmanufacturer Rule for any "class of products" for which there are no small business manufacturers or processors available to participate in the Federal market. In order to be considered available to participate in the Federal market for a class of products, a small business manufacturer must have submitted a proposal for a contract or received a contract from the Federal government within the last 24 months. 13 CFR 121.1202(c). SBA defines "class of products" as an individual subdivision within a North American Industry Classification System (NAICS) Industry Number as established by the Office of Management and Budget in the NAICS Manual. 13 CFR 121.1202(d). In addition, SBA uses Product Service Codes (PSCs) to further identify

particular products within the NAICS code to which a waiver would apply. SBA may then identify a specific item within a PSC and NAICS code to which a class waiver would apply.

On April 4, 2013, SBA published a notice in the **Federal Register** announcing that SBA was considering rescinding a class waiver of the Nonmanufacturer Rule for Aerospace Ball and Roller Bearings, NAICS code 332991, PSC 3110, based on information submitted by several small business manufacturers of aerospace ball and roller bearings that have done business with the Federal government within the previous two years. 78 FR 20371. The public comment period for the notice to rescind the class waiver for Aerospace Ball and Roller Bearings closed on June 3, 2013. This notice announces a reopening of the public comment period until 14 days after the date of publication in the **Federal Register**.

**Kenneth W. Dodds,**

*Director, Office of Government Contracting.*

[FR Doc. 2013-13746 Filed 6-10-13; 8:45 am]

**BILLING CODE 8025-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Consensus Standards, Light-Sport Aircraft

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** This notice announces the availability of one new and seven revised consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule issued July 16, 2004, and effective September 1, 2004. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards with Federal Aviation Administration (FAA) participation. By this notice, the FAA finds the new and revised standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

**DATES:** Comments must be received on or before August 12, 2013.

**ADDRESSES:** Comments may be mailed to: Federal Aviation Administration, Small Airplane Directorate, Programs and Procedures Branch, ACE-114, Attention: Terry Chasteen, Room 301, 901 Locust, Kansas City, Missouri 64106. Comments may also be emailed to: [9-ACE-AVR-LSA-Comments@faa.gov](mailto:9-ACE-AVR-LSA-Comments@faa.gov).

<sup>12</sup> 17 CFR 200.30-3(a)(12).

All comments must be marked: Consensus Standards Comments, and must specify the standard being addressed by ASTM designation and title.

**FOR FURTHER INFORMATION CONTACT:**

Terry Chasteen, Light-Sport Aircraft Program Manager, Programs and Procedures Branch (ACE-114), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4147; email: [terry.chasteen@faa.gov](mailto:terry.chasteen@faa.gov).

**SUPPLEMENTARY INFORMATION:** This notice announces the availability of one new and seven revised consensus standards to previously accepted consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards. The FAA expects a suitable consensus standard to be reviewed at least every two years. The two-year review cycle will result in a standard revision or reapproval. A standard is issued under a fixed designation (*i.e.*, F2244); the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A reapproval indicates a two-year review cycle completed with no technical changes. A superscript epsilon ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval. A notice of availability (NOA) will only be issued for new or revised standards. Reapproved standards issued with no technical changes or standards issued with editorial changes only (*i.e.*, superscript epsilon ( $\epsilon$ )) are considered accepted by the FAA without need for a NOA.

*Comments Invited:* Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F37 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

*Background:* Under the provisions of the Sport Pilot and Light-Sport Aircraft rule, and revised Office of Management

and Budget (OMB) Circular A-119, "Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities", dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for light-sport aircraft. These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing these standards. The use of the consensus standard process assures government and industry discussion and agreement on appropriate standards for the required level of safety.

**Comments on Previous Notices of Availability**

In the Notice of Availability (NOA) issued on February 22, 2012, and published in the **Federal Register** on April 23, 2012 the FAA asked for public comments on the new and revised consensus standards accepted by that NOA. The comment period closed on June 22, 2012. No public comments were received regarding the standards accepted by this NOA.

**Consensus Standards in this Notice of Availability**

The FAA has reviewed the standards presented in this NOA for compliance with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated and maintained, in accordance with this and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce these aircraft and certificate these aircraft under 14 CFR part 21, §§ 21.190 or 21.191 are subject to the applicable consensus standard requirements. The FAA maintains a listing of all accepted standards on the FAA Web site.

**The Revised Consensus Standard and Effective Period of Use**

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revision. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until December 11, 2013. This overlapping period of time will allow aircraft that have started the initial

certification process using the previous revision level to complete that process. After December 11, 2013, manufacturers must use the later revision and must identify the later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise. The following Consensus Standards may not be used after December 11, 2013:

ASTM Designation F2243-05, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft

ASTM Designation F2245-11, titled: Standard Specification for Design and Performance of a Light Sport Airplane

ASTM Designation F2316-08, titled: Standard Specification for Airframe Emergency Parachutes

ASTM Designation F2355-10, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft

ASTM Designation F2483-05, titled: Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft

ASTM Designation F2626-07, titled: Standard Terminology for Light Sport Aircraft

**The Consensus Standards**

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule. The following consensus standards become effective June 11, 2013 and may be used unless the FAA publishes a specific notification otherwise:

ASTM Designation F2243-11, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft

ASTM Designation F2245-12d, titled: Standard Specification for Design and Performance of a Light Sport Airplane

ASTM Designation F2316-12, titled: Standard Specification for Airframe Emergency Parachutes

ASTM Designation F2355-12, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft

ASTM Designation F2483-12, titled: Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft

ASTM Designation F2626-12, titled: Standard Terminology for Light Sport Aircraft

ASTM Designation F2746-12, titled: Standard Specification for Pilot's Operating Handbook (POH) for Light Sport Airplane

ASTM Designation F2930–12, titled: Standard Guide for Compliance with Light Sport Aircraft Standards

#### Availability

These consensus standards are copyrighted by ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428–2959. Individual reprints of a standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832–9585 (phone), (610) 832–9555 (fax), through [service@astm.org](mailto:service@astm.org) (email), or through the ASTM Web site at [www.astm.org](http://www.astm.org). To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Christine DeJong, Staff Manager for Committee F37 on Light Sport Aircraft: (610) 832–9736, [cdejong@astm.org](mailto:cdejong@astm.org).

Issued in Kansas City, Missouri on May 31, 2013.

**Earl Lawrence,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–13796 Filed 6–10–13; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Office of Commercial Space Transportation; Notice of Extension of Comment Period for the Draft Environmental Impact Statement for the SpaceX Texas Launch Site

**AGENCY:** DOT, Federal Aviation Administration (FAA), lead Federal agency; and National Aeronautics and Space Administration, National Park Service, U.S. Army White Sands Missile Range, U.S. Army Corps of Engineers, cooperating agencies.

**ACTION:** Notice of extension of comment period.

**SUMMARY:** A Notice of Availability (NOA) for the FAA's Draft Environmental Impact Statement for the SpaceX Texas Launch Site (Draft EIS) was published in the **Federal Register** by the U.S. Environmental Protection Agency (EPA) on April 19, 2013 (78 FR 23558). The FAA also published an NOA of the Draft EIS in the **Federal Register** on the same day (78 FR 23629). The comment period for the Draft EIS was to end on June 3, 2013 (45 days after publication of the proposal in the **Federal Register**). This notice extends the comment period to June 24, 2013 to

allow the public additional time to comment on the Draft EIS.

**DATES:** Written comments must be received on or before June 24, 2013.

**ADDRESSES:** Please submit comments or questions regarding the Draft EIS to Ms. Stacey M. Zee, FAA Environmental Specialist, SpaceX EIS c/o Cardno TEC Inc., 275 West Street, Suite 110, Annapolis, MD 21401. Comments may also be submitted via email to [faaspacexeis@cardnotec.com](mailto:faaspacexeis@cardnotec.com) or by fax to (410) 990–0455.

#### Additional Information

On April 19, 2013, the FAA published a Notice of Availability of the Draft EIS in the **Federal Register** and requested comments. See 78 FR 23629. The comment period for the Draft EIS was originally scheduled to close on June 3, 2013. The EPA requested a comment period extension, changing the deadline for submitting comments on the Draft EIS to June 24, 2013.

An electronic version of the Draft EIS is available on the FAA Web site: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/environmental/nepa\\_docs/review/documents\\_progress/spacex\\_texas\\_launch\\_site\\_environmental\\_impact\\_statement/](http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/spacex_texas_launch_site_environmental_impact_statement/). Additionally, a paper copy and an electronic version of the Draft EIS may be reviewed during regular business hours at the following Brownsville, Texas locations:

- Brownsville Public Library, 2600 Central Blvd.
- Southmost Branch Library, 4320 Southmost Blvd.
- University of Texas at Brownsville, Oliveira Library, 80 Fort Brown St.

**FOR FURTHER INFORMATION CONTACT:** Ms. Stacey M. Zee, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW., Suite 325, Washington, DC 20591; email [Stacey.Zee@faa.gov](mailto:Stacey.Zee@faa.gov); or phone (202) 267–9305.

Issued in Washington, DC on: May 30, 2013.

**Daniel Murray,**

Acting Manager, Space Transportation Development Division.

[FR Doc. 2013–13814 Filed 6–10–13; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2010–0177]

#### Parts and Accessories Necessary for Safe Operation; Exemption Renewal for the Flatbed Carrier Safety Group

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of renewal of exemption; request for comments.

**SUMMARY:** FMCSA renews the Flatbed Carrier Safety Group's (FCSG) exemption which allows the securement of metal coils on a flatbed vehicle, in a sided vehicle, or in an intermodal container loaded with eyes crosswise, grouped in rows, in which the coils are loaded to contact each other in the longitudinal direction. Motor carriers may continue to use the pre-January 1, 2004 cargo securement regulations for the transportation of groups of metal coils with eyes crosswise, as this loading configuration is not currently covered under the Agency's commodity-specific rules for securing metal coils in 49 CFR 393.120. The Agency has concluded that granting this exemption renewal will maintain a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption. However, the Agency requests comments on this issue, especially from anyone who believes this standard will not be maintained.

**DATES:** This decision is effective June 11, 2013. Comments must be received on or before July 11, 2013.

**ADDRESSES:** You may submit comments bearing the Federal Docket Management System (FDMS) number FMCSA—by any of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.
- Mail: Docket Management Facility, U.S. Department of Transportation, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–0001.
- Hand Delivery: Ground Floor, Room W12–140, DOT Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m. e.t., Monday through Friday, except Federal holidays.
- Fax: 1–202–493–2251.

**Instructions:** Each submission must include the Agency name and docket number for this notice. For detailed instructions on submitting comments and additional information on the exemption process, see the "Public