

Council, requests expert review of the draft World Ocean Assessment.

The United Nations (UN) has embarked on a regular process for global reporting on, and assessment of, the state of the marine environment, including socioeconomic aspects, the product of which is called the World Ocean Assessment (WOA). The projected completion date for the first WOA is December 2014. Subsequent WOAs are expected to be generated every five years in order to document trends in the state of the marine environment. The WOA includes more than fifty subjects grouped within four main themes: marine environment and understanding of the ocean's role in the global integrated Earth system; food security and food safety; human activities that influence the ocean or are influenced by the ocean; and marine biological diversity. A scientific and technical summary will integrate content to show linkages through interdisciplinary subjects such as human impacts, ecosystem services, and habitats. More information regarding the evolution and methodology of the WOA can be found at www.worldoceanassessment.org.

This fall, UN Member States will have an opportunity to review the draft WOA, which is expected to be comprised of 50 chapters (approximately 15 pages each) and a 70-page technical summary; the *outline* illustrates the very wide range of expertise needed for such review. The Department of State invites experts in relevant fields of expertise to participate in the U.S. Government review of the draft WOA. Beginning on 1 August 2014, experts may register to review the draft WOA at review.globalchange.gov, a Web-based review and comment system. Registered experts will have access to the draft WOA on 2 September 2014 and will have until midnight 30 September 2014 to submit their review comments using the Web-based review and comment system. Detailed instructions for review and submission of comments are available at review.globalchange.gov.

A Review Coordination Team comprised of Federal scientists and program managers will develop a consolidated U.S. Government review submission. Only comments received via the Web-based review and comment system within the comment period will be considered by the Review Coordination Team for inclusion in the U.S. Government review submission.

This certification will be published in the **Federal Register**.

Dated: June 2, 2014.

Evan T. Bloom,

Director, Office of Ocean and Polar Affairs,
U.S. Department of State.

[FR Doc. 2014-13224 Filed 6-5-14; 8:45 am]

BILLING CODE 4710-09-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation; Notice of Availability of the Final Environmental Impact Statement for the SpaceX Texas Launch Site

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; 42 United States Code [U.S.C.] 4321 et seq.), Council on Environmental Quality NEPA implementing regulations (40 Code of Federal Regulations parts 1500 to 1508), and FAA Order 1050.1E, Change 1, the FAA, Office of Commercial Space Transportation is announcing the availability of the *Final Environmental Impact Statement for the SpaceX Texas Launch Site* (Final EIS). This Final EIS is also submitted pursuant to the following public law requirements: Section 4(f) of the Department of Transportation Act (49 U.S.C. Section 303); Section 106 of the National Historic Preservation Act (16 U.S.C. 470); Executive Order 11988, *Floodplain Management*; DOT Order 5650.2, *Floodplain Management and Protection*; Executive Order 11990, *Protection of Wetlands*; and DOT Order 5660.1A, *Preservation of the Nation's Wetlands*. This Final EIS includes the FAA's determination of *de minimis* impacts to Section 4(f) property under 23 CFR 771.135. The Proposed Action would include a significant encroachment on floodplains per DOT Order 5650.2, *Floodplain Management and Protection*.

The FAA submitted the Final EIS to the U.S. Environmental Protection Agency (EPA). The EPA will post a separate notification in the **Federal Register** announcing the availability of the Final EIS. The FAA will issue a Record of Decision no sooner than 30 days following EPA's notice in the **Federal Register**. The Record of Decision will be published in the **Federal Register**.

An electronic version of the Final 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/. In addition, copies of the Final EIS were sent to persons and agencies on the distribution list (found in Chapter 11 of the Final EIS). A paper copy and an electronic version of the Final EIS may be reviewed during regular business hours at the following Brownsville, Texas, locations:

- Brownsville Public Library Main Branch, 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 Specialist, Federal Aviation Administration, Office of Commercial Space Transportation, 800 Independence Avenue SW., Suite 325, Washington, DC 20591; email Stacey.Zee@faa.gov; or phone (202) 267-9305.

SUPPLEMENTARY INFORMATION: The Final EIS for the proposed Space Exploration Technologies Corp. (SpaceX) Texas Launch Site evaluates the potential environmental impacts that may result from the FAA Proposed Action of issuing launch licenses and/or experimental permits that would allow SpaceX to launch the Falcon 9, Falcon Heavy, and a variety of reusable suborbital launch vehicles from a launch site on privately owned property in Cameron County, Texas. SpaceX would be required to apply to the FAA for the appropriate launch licenses and/or experimental permits. Under the Proposed Action, which is the Preferred Alternative, SpaceX proposes to construct a vertical launch area and a control center area to support up to 12 commercial launch operations per year with a maximum of two Falcon Heavy launches. Launch operations include not only launches, but also pre-flight activities such as mission rehearsals and static fire engine tests. The environmental analysis in the EIS focuses on proposed construction and operational activities associated with the FAA's Proposed Action (issuing launch licenses and/or experimental permits to SpaceX) and includes all related actions considered connected to the Proposed Action. Alternatives under consideration include the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not issue licenses and/or experimental permits to SpaceX, and SpaceX would not construct the

proposed control center and vertical launch areas.

As part of the Proposed Action, SpaceX plans to construct facilities, structures, and utility connections in order to support the launch of the Falcon 9 and Falcon Heavy launch vehicles. The facilities would be located in two areas: vertical launch area and control center area. The proposed vertical launch area site is currently undeveloped and is located directly adjacent to the eastern terminus of Texas State Highway 4 (Boca Chica Boulevard) and approximately 3 miles north of the Mexican border on the Gulf Coast. It is located approximately 5 miles south of Port Isabel and South Padre Island. At the vertical launch area, the new facilities required would include an integration and processing hangar, a launch pad and stand with its associated flame duct, a water tower, a retention basin for deluge water, propellant storage and handling areas, a workshop and office area, and a warehouse for parts storage.

The command and control functions for a launch are required to be conducted at a safe separation distance from the actual launch pad. The control center area would be located inland, approximately 2 miles west of the vertical launch area and would include control center buildings, payload processing facilities, a launch vehicle processing hangar, generators and diesel storage facilities, and a satellite fuels storage facility. All facilities would be constructed through private funding, on currently undeveloped private property that would be purchased or leased by SpaceX. New underground power lines would be installed in the State Highway 4 Right-of-Way from the control center area to the vertical launch area. In addition, existing power lines that lead to Boca Chica Village would need to be upgraded. During this upgrade, the lines that are currently underground would remain underground, and lines that are currently aboveground would remain above ground.

Operations would consist of up to 12 launch operations per year with a maximum of two Falcon Heavy launches. All Falcon 9 and Falcon Heavy launches would be expected to have commercial payloads, including satellites or experimental payloads. In addition to standard payloads, the Falcon 9 and Falcon Heavy may also carry a capsule, such as the SpaceX Dragon capsule. All launch trajectories would be to the east over the Gulf of Mexico.

The Final EIS evaluates the direct, indirect, and cumulative environmental effects of the Proposed Action and No

Action Alternative on environmental impact categories, including compatible land use (including farmlands and coastal resources); Section 4(f) properties; noise; light emissions and visual impacts; historical, architectural, archaeological, and cultural resources; air quality; water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers); biological resources (fish, wildlife, and plants); hazardous materials, pollution prevention, and solid waste; socioeconomics, environmental justice, and children's environmental health risks and safety risks; energy supply and natural resources; and secondary (induced) impacts. Additional resources were also considered including airspace, health and safety, and ground traffic and transportation.

Issued in Washington, DC on May 27, 2014.

Daniel Murray,
Manager, Space Transportation Development Division.

[FR Doc. 2014-12985 Filed 6-5-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2014-33]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Title 14, Code of Federal Regulations (14 CFR). The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of the FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before June 26, 2014.

ADDRESSES: You may send comments identified by docket number FAA-2014-0101 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments digitally.

- *Mail:* Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.

- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Docket: To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Mark Forseth, ANM-113, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057-3356, email mark.forseth@faa.gov, phone (425) 227-2796; or Sandra Long, ARM-201, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, email sandra.long@faa.gov, phone (202) 267-4714.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on June 3, 2014.

Lirio Liu,
Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2014-0101
Petitioner: FedEx Express

Section of 14 CFR Affected

§§ 25.785(j), 25.812(e), 25.857(e), and 25.1447(c)(2)(i)

Description of Relief Sought

The petition seeks an exemption for relief to allow carriage of up to two (2) off-duty flightcrew members in a Crew Rest Module