

the public may also participate via teleconference, up to the capacity of the teleconference phone line. The access number for this teleconference line will be posted online at <http://www.uscg.mil/imo/htw/default.asp> at least 5 working days in advance. For physical access to the meeting, reasonable accommodation or participation via the teleconference line, all attendees should respond to the meeting coordinator, Mr. E.J. Terminella, by email at [Emanuel.J.TerminellaJr@uscg.mil](mailto:Emanuel.J.TerminellaJr@uscg.mil), by phone at (202) 372-1239, by fax at (202) 372-8283, or in writing at 2703 Martin Luther King Jr. Ave. SE. Stop 7509, Washington, DC 20593-7509, not later than January 15, 2016. Requests made after January 15, 2016 might not be able to be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the DOT Conference Center. The DOT Conference Center is accessible by taxi, privately owned conveyance and public transportation. However, parking in the vicinity of the building is limited. Additional information regarding this and other IMO public meetings may be found at: <http://www.uscg.mil/imo>.

Dated: November 23, 2015.

**Jonathan Burby,**

*Coast Guard Liaison Officer, Office of Ocean and Polar Affairs, Department of State.*

[FR Doc. 2015-30774 Filed 12-4-15; 8:45 am]

**BILLING CODE 4710-09-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Extension of Comment Period for Draft Environmental Assessment (EA) for the Proposed Part 139 Operating Certificate and Related Actions and Notice for Public Hearing at Paulding Northwest Atlanta Airport**

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

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

**SUMMARY:** The FAA is extending the comment period for the Draft Environmental Assessment for the Proposed Part 139 Operating Certificate and Related Actions. In response to community requests, FAA is extending the comment period for 30 days, from December 11, 2015, to January 10, 2016.

**DATES:** The comment period for the proposed Draft EA made available for public review on October 20, 2015 is

extended. Comments on the document must be received on or before January 10, 2016.

**ADDRESSES:** Any person desiring to review the Draft EA and to comment on the document may do so at the following locations: Paulding Northwest Atlanta Airport, 730 Airport Parkway, Dallas, Georgia 30157 or Paulding County Library, 1010 Memorial Drive East, Dallas, Georgia 30132.

**FOR FURTHER INFORMATION CONTACT:** Lisa Favors, Environmental Program Manager, Atlanta Airports District Office, 1701 Columbia Ave., Suite 220, Atlanta, GA 30337-2747, (404) 305-6744, [Lisa.Favors@faa.gov](mailto:Lisa.Favors@faa.gov).

**SUPPLEMENTARY INFORMATION:** The FAA is hereby extending the comment period for the following notice to allow the community more time to develop and submit their comments.

In the notice that issued in the **Federal Register** on October 22, 2015, entitled "Notice of Availability for Draft EA for the Proposed Part 139 Operating Certificate and Related Actions and Notice for Public Hearing at Paulding Northwest Atlanta Airport", the FAA sought public comment on the Draft EA. The end of the comment period is hereby being extended from December 11, 2015 to January 10, 2016.

Comments can also be made online via the following Web sites: Paulding Northwest Atlanta Airport: [www.pauldingairport.com](http://www.pauldingairport.com) Paulding County, Georgia: [www.paulding.gov](http://www.paulding.gov)

Issued in Atlanta, Georgia, on November 24, 2015.

**Larry F. Clark,**

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 2015-30588 Filed 12-4-15; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Office of Commercial Space Transportation; Notice of Availability and Request for Comment on the Second Draft Environmental Assessment (EA) for the Kodiak Launch Complex Launch Pad 3, Kodiak Island, Alaska**

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

**ACTIONS:** Notice of Availability, Notice of Public Comment Period, and Request for Comment.

**SUMMARY:** In accordance with the National Environmental Policy Act of

1969, as amended (NEPA; 42 United States Code 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, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of and requesting comments on the Second Draft Environmental Assessment for the Kodiak Launch Complex Launch Pad 3 (Second Draft EA).

On September 15, 2014, the FAA issued a Draft EA for public review and comment and received 54 written comments and 26 oral comments over the public comment and review period that was extended to November 1, 2014. After taking into consideration the nature of public comments received on the Draft EA, the FAA is providing the public with an opportunity to review and comment on updates and clarification information that have since been added to the EA in response to public comments. The FAA is issuing an updated version of the Draft EA for a second public review and comment period.

**FOR FURTHER INFORMATION CONTACT:** Stacey M. Zee, Federal Aviation Administration, c/o ICF International, 9300 Lee Highway, Fairfax, VA 22031; email [FAAKodiakEA@icfi.com](mailto:FAAKodiakEA@icfi.com); telephone (202) 267-9305.

**SUPPLEMENTARY INFORMATION:** The Second Draft EA is an updated version of the September 2014 Draft EA, and incorporates all public comments received on the Draft EA. All written and oral public comments received on the Draft EA, as well as the FAA's responses to these comments, can be found in Appendix R of the Second Draft EA. The FAA considered all public comments while preparing the Second Draft EA, and changes have been made to the EA where warranted.

The EA was prepared to analyze the potential environmental impacts of the FAA modifying the Alaska Aerospace Corporation's (AAC's) Launch Site Operator License to include medium-lift launch capability at the Kodiak Launch Complex (KLC), a commercial launch site currently operated under a FAA Launch Site Operator License (LSO-03-008), which authorizes only small-lift operations. The Kodiak Launch Complex was renamed as Pacific Spaceport Complex Alaska, effective April 21, 2015. The EA keeps the name as KLC for continuity and ease of reviewing.

Expansion of launch capabilities at KLC would include the addition of new infrastructure necessary to support

medium-lift launches, including the construction of a launch pad and associated facilities. As part of the Proposed Action addressed in the EA, AAC would make improvements to the KLC to add both solid and liquid-propellant, medium-lift launch capability, and to operate the KLC in the future as a small-lift and medium-lift launch complex. Proposed construction at KLC includes six primary modifications: Construction of Launch Pad 3 (LP3), a vehicle processing facility, rocket staging facility, liquid fuel facility, mission control center and improvements to Pasagshak Point Road. Proposed launch operations would include up to six orbital small-lift launches and three medium-lift launches per year from the existing launch pads and from the proposed LP3; however, to be conservative in the analysis of potential environmental impacts, the EA assumes a maximum of nine medium-lift launches per year.

The EA addresses the potential environmental impacts of implementing the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not modify AAC's Launch Site Operator License to include medium-lift launch capability and AAC would not proceed with the construction of medium-lift launch support infrastructure at KLC. Existing launch activities for up to nine orbital small-lift class launches per year from the existing launch pads would continue.

The impact categories considered in the EA include air quality; compatible land use; Department of Transportation Act: Section 4(f); fish, wildlife, and plants; hazardous materials, pollution prevention, and solid waste; historical, architectural, archaeological, and cultural resources; light emissions and visual impacts; natural resources and energy supply; noise; socioeconomic, environmental justice, and children's environmental health and safety risk; water quality; and wetlands. The EA also considers the potential cumulative environmental impacts.

The FAA has posted the Second Draft EA on the FAA Office of Commercial Space Transportation Web site: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/environmental/nepa\\_docs/review/documents\\_progress/kodiak\\_launch/](http://www.faa.gov/about/office_org/headquarters_offices/ast/environmental/nepa_docs/review/documents_progress/kodiak_launch/).

A paper copy and a CD version of the Second Draft EA may be reviewed for comment during regular business hours at the following libraries:

- Kodiak Public Library, 612 Egan Way, Kodiak, AK 99615

- University of Alaska Anchorage—Carolyn Floyd Library, 117 Benny Benson Drive, Kodiak, AK 99615
- Anchorage Municipal Library, 3600 Denali St., Anchorage, AK 99503

**DATES:** The FAA encourages all interested parties to provide comments concerning the scope and content of the Second Draft EA. To ensure that all comments can be addressed in the Final EA, comments on the draft must be received by the FAA no later than January 11, 2016. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives and the mitigation being considered. Reviewers should organize their comments to be meaningful and inform the FAA of their interests and concerns by quoting or providing specific references to the text of the Second Draft EA. Matters that could have been raised with specificity during the comment period on the Second Draft EA may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

**ADDRESSES:** Please submit comments in writing to Stacey M. Zee, Federal Aviation Administration, c/o ICF International, 9300 Lee Highway, Fairfax, VA 22031; or by email at [FAAKodiakEA@icfi.com](mailto:FAAKodiakEA@icfi.com).

Issued in Washington, DC on November 30, 2015.

**Daniel Murray,**  
Manager, Space Transportation Development Division.

[FR Doc. 2015-30731 Filed 12-4-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2012-0032]

#### Commercial Driver's License Standards: Application for Exemption; Daimler Trucks North America (Daimler)

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

**ACTION:** Notice of final disposition; grant of application for exemption.

**SUMMARY:** FMCSA announces its decision to grant Daimler Trucks North America's (Daimler) application for an exemption to allow a Daimler employee to drive commercial motor vehicles (CMV) in the United States without having a commercial driver's license (CDL) issued by one of the States. The driver, Michael Seitter, will test-drive Daimler vehicles on U.S. roads to better understand product requirements for these vehicles in "real world" environments and verify results. He holds a valid German commercial license but lacks the U.S. residency necessary to obtain a CDL issued by one of the States. FMCSA believes that the process for obtaining a German commercial license is comparable to or as effective as the U.S. CDL requirements and ensures that this driver will likely achieve a level of safety that is equivalent to or greater than the level of safety that would be obtained in the absence of the exemption.

**DATES:** This exemption is effective December 7, 2015 and expires December 7, 2017.

**ADDRESSES:** *Docket:* For access to the docket to read background documents or comments, go to [www.regulations.gov](http://www.regulations.gov) at any time or visit Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. The on-line FDMS is available 24 hours each day, 365 days each year.

*Privacy Act:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

**FOR FURTHER INFORMATION CONTACT:** Mrs. Pearl Robinson, Driver and Carrier