

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Notice of Availability for the Written Re-Evaluation of the Final Programmatic Environmental Assessment and Mitigated Finding of No Significant Impact and Record of Decision for the SpaceX Starship/Super Heavy Launch Vehicle Program at the SpaceX Boca Chica Launch Site in Cameron County, Texas Regarding Vehicle Ocean Landings and Launch Pad Detonation Suppression System Water**

**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, Council on Environmental Quality NEPA-implementing regulations, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of the Written Re-Evaluation for the Final Programmatic Environmental Assessment and Mitigated Finding of No Significant Impact and Record of Decision for the SpaceX Starship/Super Heavy Launch Vehicle Program regarding Vehicle Ocean Landings and Launch Pad Detonation Suppression System Water at the SpaceX Boca Chica Launch Site in Cameron County, Texas.

**FOR FURTHER INFORMATION CONTACT:** Amy Hanson, FAA Environmental Specialist, Federal Aviation Administration, 800 Independence Ave. SW, Suite 325, Washington, DC 20591; phone 847-243-7609; email [Amy.Hanson@faa.gov](mailto:Amy.Hanson@faa.gov).

**SUPPLEMENTARY INFORMATION:** The Written Re-Evaluation evaluated whether supplemental environmental analysis was needed to support the FAA Office of Commercial Space Transportation decision to issue a vehicle operator license to SpaceX for the operation of the Starship/Super Heavy launch vehicle at its existing Boca Chica Launch Site in Cameron County, Texas. The affected environment and environmental impacts of Starship/Super Heavy operations at the Boca Chica Launch Site were analyzed in the 2022 *Final Programmatic Environmental Assessment for the SpaceX Starship/Super Heavy Launch Vehicle Program at the SpaceX Boca Chica Launch Site in Cameron County, Texas (2022 PEA)*. The FAA issued a Mitigated Finding of No Significant Impact and Record of

Decision based on the 2022 Programmatic Environmental Assessment on June 13, 2022.

The FAA prepared the 2022 Programmatic Environmental Assessment to analyze the potential environmental impacts of constructing launch-related infrastructure and operating the Starship/Super Heavy launch vehicle at the Boca Chica Launch Site. SpaceX's proposed operations include launches originating from this site, as well as landings at this site, in the Gulf of Mexico, or in the Pacific Ocean off the coast of Hawaii. SpaceX has applied to the FAA for a license to conduct these operations with its Starship/Super Heavy launch vehicle. Prior to submitting a vehicle operator license application to the FAA, SpaceX provided the FAA with a launch profile of proposed launch operations, which was analyzed in the 2022 Programmatic Environmental Assessment.

Since the 2022 Programmatic Environmental Assessment, SpaceX provided the FAA with additional information regarding Starship's planned landing, Super Heavy's planned soft water landing, and the Launch Pad Detonation Suppression System. The FAA completed a Written Re-Evaluation for the Final Programmatic Environmental Assessment and Mitigated Finding of No Significant Impact and Record of Decision for the SpaceX Starship/Super Heavy Launch Vehicle Program regarding Vehicle Ocean Landings and the Launch Pad Detonation Suppression System at the SpaceX Boca Chica Launch Site in Cameron County, Texas. The final Written Re-Evaluation is available at: [www.faa.gov/space/stakeholder\\_engagement/spacex\\_starship](http://www.faa.gov/space/stakeholder_engagement/spacex_starship).

Based on the analysis within the Written Re-Evaluation, the FAA concluded that the issuance of a vehicle operator license for Starship/Super Heavy operations conforms to the prior environmental documentation, that the data contained in the 2022 Programmatic Environmental Assessment remains substantially valid, that there are no significant environmental changes, and all pertinent conditions and requirements of the prior approval have been met or will be met in the current action. Therefore, the preparation of a supplemental or new environmental document is not necessary to support the Proposed Action.

Issued in Washington, DC, on: April 14th, 2023.

**Stacey Molinich Zee,**

*Manager, Operations Support Branch, Office of Commercial Space Transportation.*

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Docket No. 2022-0176]

**Agency Information Collection Activities: Requests for Comments; Clearance of Renewal Approval of Information Collection 2120-0768, Part 107 Authorizations and Waivers Under 14 CFR Part 107**

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

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew information collection 2120-0768.

**DATES:** Written comments should be submitted by May 22, 2023.

**ADDRESSES:** Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Victoria Gallagher by email at: [Victoria.Gallagher@faa.gov](mailto:Victoria.Gallagher@faa.gov); phone: 202-674-3826.

**SUPPLEMENTARY INFORMATION:** The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on January 6, 2023 (88 FR 91105). The FAA proposes renewal of the collection of information related to requests made under 14 CFR part 107 to operate small Unmanned Aircraft Systems (UAS) in controlled airspace. FAA will use the collected information to make determinations whether to authorize or deny the requested operation of UAS in controlled airspace. The proposed information collection is necessary to issue such authorizations or denials consistent with the FAA's mandate to ensure safe and efficient use of national airspace. The FAA received no comments to the 60-day notice.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**OMB Control Number:** 2120-0768.

**Title:** Part 107 Authorizations and Waivers under 14 CFR part 107.

**Form Numbers:** There are no forms associated with this collection.

**Type of Review:** Renewal of existing information collection.

**Background:** There has been an increased number of operations of small Unmanned Aircraft Systems in the National Air Space (NAS) in recent years and regulations and statutes have been enacted to establish the use of small UAS in the NAS. Included in these is 14 CFR part 107. Section 107.41 states that "no person may operate a small unmanned aircraft in Class B, Class C, or Class D airspace or within the lateral boundaries of the surface areas of Class E airspace designated for an airport unless that person has prior authorization from Air Traffic Control (ATC)." Such authorization may be obtained in the form of either an airspace authorization issued by the FAA or a waiver of the authorization requirements of 14 CFR 107.41 (known as an airspace waiver).

In order to process authorization and airspace waiver requests, the FAA requires the operator's name, the operator's contact information, and information related to the date, place, and time of the requested small UAS operation. This information is necessary for the FAA to meet its statutory mandate of maintaining a safe and efficient national airspace. See 49 U.S.C. 40103, 44701, and 44807. The FAA will use the requested information to determine if the proposed UAS operation can be conducted safely.

The FAA proposes to use the Low Altitude Authorization and Notification Capability (LAANC) and a web portal to process authorization requests from the public to conduct part 107 flight operations pursuant to Section 107.41. The FAA also proposes to use the web portal to process requests from the public to conduct Part 107 flight operations that requires an airspace waiver.

**Respondents:** Small UAS operators seeking to conduct flight operations under 14 CFR part 107 within controlled airspace or flight operations that require waiver from the provisions of 14 CFR 107.41. Between 2023–2026, the FAA estimates that it will receive a total of 1,477,965 requests for airspace authorizations and 0 requests for airspace waivers.

**Frequency:** The requested information will need to be provided each time a respondent requests an airspace authorization to operate a small UAS under 14 CFR part 107 in controlled airspace and each time a respondent requests a waiver from the provisions of 14 CFR 107.41 to operate a small UAS in controlled airspace.

**Estimated Average Burden per Response:** The FAA estimates the respondents using LAANC will take five (5) minutes per airspace authorization request and those using the web portal will take thirty (30) minutes per request. For those making airspace waiver requests through the web portal, the FAA estimates it takes 30 minutes per request.

**Estimated Total Annual Burden:** For airspace authorizations, the FAA estimates that the average annual burden will be 61,582 burden hours. This includes 36,949 burden hours for 443,389 LAANC respondents and 24,633 burden hours for 49,266 web portal respondents.

Issued in Washington, DC, on April 17, 2023.

**Victoria Gallagher,**

*UAS LAANC Program Manager.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2023–0089]

#### Entry-Level Driver Training: Alaska's Ice Road Driving School; Application for Exemption

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

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

**SUMMARY:** FMCSA announces that it has received an application from Alaska's Ice Road Driving School requesting an exemption from the skills road test portion of the behind-the-wheel (BTW) entry-level driver training (ELDT) requirements for driver trainees. The applicant explains that because of the unique road system and challenging

terrain in Alaska, it is difficult to adhere to the driver training regulations. The applicant further explains that the road configurations lead to only a few major established safe road systems in Alaska. The applicant believes that the road skills test for a Commercial Driver's License (CDL) applicant can safely be administered by the state test examiner as set routes can be established and approved without the CDL applicant completing certain portions of the mandatory BTW training. FMCSA requests public comment on the applicant's request for exemption.

**DATES:** Comments must be received on or before May 22, 2023.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System (FDMS) Number FMCSA–2023–0089 by any of the following methods:

- **Federal eRulemaking Portal:** [www.regulations.gov](http://www.regulations.gov). See the Public Participation and Request for Comments section below for further information.

- **Mail:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m. E.T., Monday through Friday, except Federal holidays.

- **Fax:** (202) 493–2251.

Each submission must include the Agency name and the docket number (FMCSA–2023–0089) for this notice. Note that DOT posts all comments received without change to [www.regulations.gov](http://www.regulations.gov), including any personal information included in a comment. Please see the Privacy Act heading below.

**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. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

**Privacy Act:** In accordance with 49 U.S.C. 31315(b), DOT solicits comments from the public to better inform its exemption 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 <https://>