

borders. Paragraphs 91.153 and 91.169, address flight plan information requirements. Paragraph 91.173 states requirements for when an instrument flight rules (IFR) flight plan must be filed. International Standards Rules of the Air, Annex 2 to the Convention on International Civil Aviation paragraph 3.3 states requirements for filing international flight plans. In addition, a Washington, District of Columbia (DC) Special Flight Rules Area (SFRA) was implemented requiring pilots operating within a certain radius of Washington, DC to follow special security flight rules. The SFRA also includes three (3) general aviation airports in Maryland (College Park, Clinton/Washington Executive/Hyde Field, and Friendly/Potomac Airfield) where pilots are required to file a flight plan regardless of whether they are flying under visual flight rules (VFR) or IFR. This collection of information supports the Department of Homeland Security and the Department of Defense in addition to the normal flight plan purposes.

Almost 100 percent of flight plans are filed electronically. However, as a courtesy to the aviation public, flight plans may be submitted in paper form. Flight plans may be filed in the following ways:

- Air carrier and air taxi operations, and certain corporate aviation departments, have been granted authority to electronically file flight plans directly with the FAA. The majority of air carrier and air taxi flights are processed in this manner.
- Air carrier and air taxi operators may submit pre-stored flight plan information on scheduled flights to Air Route Traffic Control Centers (ARTCC) to be entered electronically at the appropriate times.
- Pilots may call 1-800-WX-BRIEF (992-7433) and file flight plans with a flight service station specialist who enters the information directly into a computer system that automatically transmits the information to the appropriate air traffic facility. Pilots calling certain flight service stations have the option of using a voice recorder to store the information that will later be entered by a specialist.
- Private and corporate pilots who fly the same aircraft and routes at regular times may prestore flight plans with flight service stations. The flight plans will then be entered automatically into the air traffic system at the appropriate time.
- Pilots who visit a flight service station in person may choose to a file flight plan by using a paper form. The data will then be entered into a computer and filed electronically. The

pilot will often keep the paper copy for his/her record.

**Respondents:** Air carrier and air taxi operations, and certain corporate aviation departments, General Aviation Pilots.

**Frequency:** On occasion.

**Estimated Average Burden per Response:** 2.5 minutes per flight plan.

**Estimated Total Annual Burden:** 718,618 hours.

Issued in Washington, DC, on July 23, 2020.

**Aldwin E. Humphrey,**

*Air Traffic Control Specialist, Office of Flight Service Safety and Operations, AJR-B.*

[FR Doc. 2020-16377 Filed 7-28-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Office of Commercial Space Transportation: Notice of Availability of the Final Environmental Assessment and Finding of No Significant Impact for SpaceX Falcon Launches at Kennedy Space Center and Cape Canaveral Air Force Station**

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

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), 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 Final Environmental Assessment and Finding of No Significant Impact for SpaceX Falcon Launches at Kennedy Space Center and Cape Canaveral Air Force Station (Final EA and FONSI).

**FOR FURTHER INFORMATION CONTACT:** Daniel Czelusniak, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue SW, Suite 325, Washington, DC 20591; phone (202) 267-5924; email [Daniel.Czelusniak@faa.gov](mailto:Daniel.Czelusniak@faa.gov).

**SUPPLEMENTARY INFORMATION:** SpaceX is applying to the FAA for launch licenses to launch the Falcon 9 and Falcon Heavy from Kennedy Space Center's (KSC) Launch Complex 39A (LC-39A) and Cape Canaveral Air Force Station's (CCAFS) Launch Complex 40 (LC-40). SpaceX is also applying to the FAA for reentry licenses for Dragon reentry operations. The FAA's proposal to issue licenses to SpaceX is considered a major federal action subject to environmental review under NEPA. Due to SpaceX's

ability to launch more frequently at KSC and CCAFS, SpaceX's launch manifest includes more annual Falcon launches and Dragon reentries than were considered in previous NEPA analyses. Also, SpaceX is proposing to add a new Falcon 9 southern launch trajectory from Florida for payloads requiring polar orbits. SpaceX is also proposing to construct a mobile service tower (MST) at LC-39A to support commercial launches and the U.S. Air Force's National Security Space Launch program. NASA is responsible for approving the construction of the MST at LC-39A. The FAA has no federal action related to the construction of the MST.

The Final EA evaluated the potential environmental impacts of the Proposed Action and the No Action Alternative. Under the No Action Alternative, the FAA would not modify existing SpaceX licenses or issue new licenses to SpaceX for Falcon launches or Dragon reentry operations at KSC and CCAFS. SpaceX would continue Falcon 9 and Falcon Heavy launch operations at KSC and CCAFS, as well as Dragon reentry operations, as analyzed in previous NEPA and environmental reviews and in accordance with existing FAA licenses until the licenses expire.

The FAA published a Draft EA for public comment on February 27, 2020. The FAA received six public comment submissions. The FAA has posted the Final EA and FONSI on the FAA Office of Commercial Space Transportation website: [https://www.faa.gov/space/environmental/nepa\\_docs/](https://www.faa.gov/space/environmental/nepa_docs/).

Issued in Washington, DC on: July 10, 2020.

**Daniel Murray,**

*Manager, Safety Authorization Division.*

[FR Doc. 2020-16428 Filed 7-28-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### **Pipeline and Hazardous Materials Safety Administration**

**[Docket No.: PHMSA-2019-0098]**

#### **Hazardous Materials: Lithium Battery Air Safety Advisory Committee; Notice of Public Meeting; Correction**

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), U.S. Department of Transportation (DOT).

**ACTION:** Notice of public meeting; correction.

**SUMMARY:** PHMSA published a document in the **Federal Register** of March 30, 2020, announcing a meeting

of the Lithium Battery Air Safety Advisory Committee. The document indicated that the meeting would be held at DOT Headquarters in Washington, DC, but it will now be hosted virtually with no in-person meeting being conducted.

**FOR FURTHER INFORMATION CONTACT:** Steven Webb or Aaron Wiener, PHMSA, U.S. Department of Transportation. Telephone: (202)–366–8553. Email: [lithiumbatteryFACA@dot.gov](mailto:lithiumbatteryFACA@dot.gov). Any committee related request should be sent to the person listed in this section.

**SUPPLEMENTARY INFORMATION:**

**Correction**

In the **Federal Register** of March 30, 2020, in FR Doc. 2020–06492, on page 17615, in the first column, correct the **ADDRESSES** caption to read:

**ADDRESSES:** The meeting will be hosted virtually and will be open to the public. The meeting will also be recorded and archived. Information for accessing the virtual meeting will be posted on the Committee website. The Lithium Battery Air Safety Advisory Committee website is located at: <https://www.phmsa.dot.gov/hazmat/rulemakings/lithium-battery-safety-advisory-committee>. The E-Gov website is located at <https://www.regulations.gov>. Mailed written

comments intended for the Committee should be sent to Docket Management Facility; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590–0001. Hand delivered written comments should be delivered to the DOT dockets facility located in Room W12–140 on the ground level of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

**William Quade,**

*Deputy Associate Administrator Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration.*

[FR Doc. 2020–16368 Filed 7–28–20; 8:45 am]

**BILLING CODE 4910–9X–P**

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**DEPARTMENT OF THE TREASURY**

**Office of Foreign Assets Control**

**Notice of OFAC Sanctions Actions**

**AGENCY:** Office of Foreign Assets Control, Treasury.

**ACTION:** Notice.

**SUMMARY:** The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons that have been placed on OFAC's Specially Designated

Nationals and Blocked Persons List based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

**DATES:** See **SUPPLEMENTARY INFORMATION** section for applicable date(s).

**FOR FURTHER INFORMATION CONTACT:** OFAC: Associate Director for Global Targeting, tel.: 202–622–2420; Assistant Director for Sanctions Compliance & Evaluation, tel.: 202–622–2490; Assistant Director for Licensing, tel.: 202–622–2480.

**SUPPLEMENTARY INFORMATION:**

**Electronic Availability**

The Specially Designated Nationals and Blocked Persons List and additional information concerning OFAC sanctions programs are available on OFAC's website ([www.treas.gov/ofac](http://www.treas.gov/ofac)).

**Notice of OFAC Actions**

On July 13, 2020, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following persons are blocked under the relevant sanctions authorities listed below.