

the comment period, TVA held seven public meetings to describe the project and accept comments. TVA received about 200 comments signed by more than 2,400 individuals. After considering and responding to all substantive comments, further evaluating the alternative strategies, and developing the Target Power Supply Mix, TVA issued the Final IRP and SEIS. The NOA for the Final IRP and SEIS was published in the **Federal Register** on July 17, 2015.

Environmentally Preferred Alternative

All of the alternative strategies, as well as the Target Power Supply Mix, have several common features that affect their anticipated environmental impacts. The only new baseload generation added is the extended power uprate of three nuclear units, a component of all alternative strategies. All result in decreases in coal-fired generation and increases in the reliance on energy efficiency and renewable resources. All also add varying amounts of new natural gas-fueled generation to meet peak loads. Emissions of air pollutants and CO₂, and generation of coal waste would decrease significantly under all alternative strategies, including the Target Power Supply Mix. Water-related impacts would also decrease, although by smaller proportions. The major differences in the alternative strategies that affect their environmental impacts are in the expansion of energy efficiency and natural gas and renewable resources.

Strategies A–C and the Target Power Supply Mix have similar environmental impacts and their impacts to most environmental resources are greater than those of Strategies D and E. Because of its greater reliance on generation by fossil fuels, Strategy D has somewhat greater impacts to most environmental resources than Strategy E. Strategy E has the greatest reliance on renewable energy resources, which, particularly for utility-scale solar generation, have large land requirements. Strategy E would therefore directly affect the largest land area, almost twice that of the other alternative strategies and the Target Power Supply Mix. Relative to other types of generation, impacts of solar facilities on land resources are low. Overall, Strategy E is considered the environmentally preferred alternative.

Decision

On August 21, 2015, the TVA Board of Directors approved the preferred alternative, the Target Power Supply Mix. The Board also directed staff to monitor future developments to help

determine when deviations from the recommended resource ranges should be made and to initiate an update to the IRP no later than 2020 and earlier if future developments make this appropriate.

Mitigation Measures

The reduction of environmental impacts was an important goal in TVA's integrated resource planning process and all of the alternatives assessed by TVA do that. Because this is a programmatic review, measures to reduce potential environmental impacts on a site-specific level were not identified. As TVA deploys specific energy resources, it will review and take measures to reduce their potential environmental impacts as appropriate. TVA's siting process for generation and transmission facilities, as well as processes for modifying these facilities, are designed to avoid and/or minimize potential adverse environmental impacts. Potential impacts will also be reduced through pollution prevention measures and environmental controls such as air pollution control systems, wastewater treatment systems, and thermal generating plant cooling systems. Other potentially adverse unavoidable impacts will be mitigated by measures such as compensatory wetlands mitigation, payments to in-lieu stream mitigation programs and related conservation initiatives, enhanced management of other properties, documentation and recovery of cultural resources, and infrastructure improvement assistance to local communities.

Dated: October 16, 2015.

Van M. Wardlaw,

Executive Vice President and Chief External Relations Officer.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-Use Assurance; Airport Property at Palmer Municipal Airport, Palmer, Alaska

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: Notice is hereby given per 49 U.S.C. 47107(h)(1)(A) that the Federal Aviation Administration (FAA) is considering a proposal to change

approximately 9.1 acres of airport land from aeronautical use to non-aeronautical use and to authorize the sale of this airport property.

As described in the 2011 approved Airport Layout Plan, the 9.1 acres of airport land are composed of Tract C Lots LL 2 and LL 3, and Tract D Lot LL 1C. Presently these properties are occupied as follows: LL 2 Mat-Su Borough Nutrition Center, LL 3 Baseball Fields, and LL 1C City Water Well.

DATES: Comments must be received on or before November 25, 2015.

ADDRESSES: Send comments on this document to Mike Edelman, Aviation Planner, Federal Aviation Administration, Alaskan Region Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513–7587. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: City of Palmer Alaska POC Jeffrey Combs Airport Superintendent (907) 761–1334 JJCOMBS@palmerak.org 231 West Evergreen, Palmer AK 99645.

FOR FURTHER INFORMATION CONTACT: Mr. Michael Edelman, Federal Aviation Administration, Alaskan Region Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513–7587, telephone 907–271–5026, email mike.edelman@faa.gov or Jeffrey Combs Airport Superintendent (907) 761–1334, JJCOMBS@palmerak.org, 231 West Evergreen, Palmer AK 99645.

Issued in Anchorage, Alaska, on October 20, 2015.

Byron Huffman,

Division Manager, FAA, Alaskan Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Aviation Medical Examiner Program

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 an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August