

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 CO<sub>2</sub>, 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.*

[FR Doc. 2015–27129 Filed 10–23–15; 8:45 am]

**BILLING CODE 8120–08–P**

## 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](mailto: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](mailto:mike.edelman@faa.gov) or Jeffrey Combs Airport Superintendent (907) 761–1334, [JJCOMBS@palmerak.org](mailto:JJCOMBS@palmerak.org), 231 West Evergreen, Palmer AK 99645.

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

**Byron Huffman,**

*Division Manager, FAA, Alaskan Region.*

[FR Doc. 2015–27185 Filed 10–23–15; 8:45 am]

**BILLING CODE 4910–13–P**

## 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

12, 2015. This collection is necessary in order to determine applicants' qualifications for certification as Aviation Medical Examiners (AMEs).

**DATES:** Written comments should be submitted by November 25, 2015.

**ADDRESSES:** Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), or faxed to (202) 395-6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW., Washington, DC 20503.

*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.

**FOR FURTHER INFORMATION CONTACT:** Ronda Thompson at (202) 267-1416, or by email at: [Ronda.Thompson@faa.gov](mailto:Ronda.Thompson@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0604.

*Title:* Aviation Medical Examiner Program.

*Form Numbers:* FAA Form 8520-2.

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

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 12, 2015 (80 FR 48391). 14 CFR part 183 describes the requirements for delegating to private physicians the authority to conduct physical examinations on persons wishing to apply for their airmen medical certificate. This collection of information is for the purpose of obtaining essential information concerning the applicants' professional and personal qualifications. The FAA uses the information to screen and select the designees who serve as aviation medical examiners.

*Respondents:* Approximately 450 applicants annually.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 30 minutes.

*Estimated Total Annual Burden:* 225 hours.

Issued in Washington, DC, on October 14, 2015.

**Ronda Thompson,**

*FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, ASP-110.*

[FR Doc. 2015-27171 Filed 10-23-15; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Motor Carrier Safety Administration**

**Docket No. FMCSA-2012-0081]**

**Qualification of Drivers; Exemption Applications; Implantable Cardioverter Defibrillators**

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

**ACTION:** Notice of denials of exemption applications.

**SUMMARY:** FMCSA announces its decision to deny applications from 14 of 15 individuals seeking exemptions from the Federal cardiovascular standard applicable to interstate truck and bus drivers and the reasons for the denials. The Agency reviewed the medical information of each of the individuals who applied for an implantable cardioverter defibrillator (ICD) exemption. Because the medical information received from the cardiologist concerning one individual indicates the ICD has been disabled due to improvement of his heart function, the exemption is no longer needed to operate commercial motor vehicles (CMVs) in interstate commerce. Based on a review of the applications and following an opportunity for public comment, FMCSA has concluded that the remaining 14 individuals in the notice did not demonstrate they could achieve a level of safety that is equivalent to, or greater than, the level of safety that would be obtained by complying with the regulation.

**DATES:** Denial letters were sent to each of the individuals listed in this notice on July 24, 2015.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine A. Hydock, Chief Medical Programs Division, 202-366-4001, U.S. Department of Transportation, FMCSA, 1200 New Jersey Avenue SE., Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m. Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the Federal Motor Carrier Safety Regulations for a 2-year period if it finds "such exemption would likely achieve a level of safety that is equivalent to or greater than the level that would be achieved absent such exemption." FMCSA can renew exemptions at the end of each 2-year period.

On April 21, 2015, FMCSA published for public notice and comment, FMCSA 2012-0081 listing 15 individuals seeking exemptions for ICDs. Accordingly, the Agency has evaluated each applicant's request to determine whether granting an exemption will achieve the required level of safety mandated by statute.

**Evaluation Criteria—Cardiovascular Medical Standard and Advisory Criteria**

The individuals included in this notice have requested an exemption from the provisions of 49 CFR 391.41(b)(4), which applies to drivers who operate CMVs in interstate commerce, as defined in 49 CFR 390.5. Section 391.41(b)(4) states that:

“. . . a person is physically qualified to drive a commercial motor vehicle if that person has no current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis, or any other cardiovascular disease of a variety known to be accompanied by syncope (temporary loss of consciousness due to a sudden decline in blood flow to the brain), dyspnea (shortness of breath), collapse, or congestive cardiac failure.”

The FMCSA provides medical advisory criteria as recommendations for use by medical examiners in determining whether drivers with certain medical conditions, procedures, and/or treatments should be certified to operate CMVs in interstate commerce in accordance with the various physical qualification standards in 49 CFR part 391, subpart E. The advisory criteria are currently set out as part of the medical examination report published with 49 CFR 391.43. The advisory criteria for section 391.41(b)(4) provide that:

The term "has no current clinical diagnosis of" is specifically designed to encompass: "a clinical diagnosis of" (1) a current cardiovascular condition, or (2) a cardiovascular condition which has not fully stabilized regardless of the time limit. The term "known to be accompanied by" is designed to include a clinical diagnosis of a cardiovascular disease (1) which is accompanied by symptoms of syncope, dyspnea, collapse or congestive cardiac failure; and/or (2) which is likely to cause