

The major components of the implemented 2011 IRP strategy included 3,600 to 5,100 MW of energy efficiency and demand response by 2020; 1,500 to 2,500 MW of cost effective renewable energy additions by 2020; idling of 2,400 to 4,700 MW of coal capacity by 2017; 850 MW of new pumped storage capacity in 2020–2024; 1,150 to 5,900 MW of new nuclear capacity in 2013–2029; and 900 to 9,300 MW of new natural gas capacity in 2012–2029.

Since 2011, several dramatic changes, both industry-wide and TVA-specific, have led TVA to begin development of the new IRP and associated Supplemental EIS ahead of the 5-year cycle identified in the 2011 IRP. Natural gas supplies have become abundant and available at lower cost. Electricity demand growth has been lower than forecast and, for TVA, has decreased since 2011. Additional TVA-specific changes to underlying assumptions used in the 2011 IRP study include: The delay in the startup of the first nuclear capacity addition, Watts Bar Unit 2, from 2013 to 2015; the delay of the startup of the next nuclear addition, Bellefonte Unit 1, beyond the early date of 2018; and the postponement of planning studies for new pumped storage capacity, with eventual startup delayed beyond the 2020 early date.

Proposed Issues To Be Addressed

Based on both internal and external stakeholder discussions, TVA anticipates that the major issues to be addressed in the IRP Supplemental EIS will be the cost and reliability of power, the effects of power production on the environment, including climate change, the effects of climate change on the Valley, the availability and use of renewable power resources, the effectiveness and implementation of demand side management options, including energy efficiency, handling waste and byproducts of TVA's power operations, and the relationship of the economy to all of these activities. Generic resource options will be the primary focus of the Supplemental EIS. TVA also anticipates a more robust evaluation of electrical transmission system additions and upgrades necessary to transmit power from TVA generating facilities and from facilities outside the TVA region.

Because of the programmatic nature of this study, TVA anticipates that the environmental effects which are examined will primarily be those at a regional level with some extending to a national or global level. This would include such potential environmental effects and issues as emissions of

greenhouse gases, air quality, water quality and quantity, waste generation and disposal, and ecological and cultural resources. Socioeconomic impacts within the region that may result from alternative energy strategies will also be considered. The more site-specific effects will not be addressed in detail and would be addressed in later tiered assessments of specific implementing activities.

This list of issues is preliminary and is intended to facilitate public comment on the scope of this Supplemental EIS. TVA invites suggestions concerning the list of issues which should be addressed. TVA also invites specific comments on the questions that will begin to be answered by IRP:

- Should the current power generation mix (e.g., coal, nuclear power, natural gas, hydro, renewables) change? If so, how?
- Should renewable power be available and added in the Valley at a significant scale? If so, how?
- How should energy efficiency and demand response be considered in planning for future energy needs and how can TVA directly affect electricity usage by consumers?
- And how will all of this affect reliability and the price we pay for electricity?

Analytical Approach

TVA anticipates using an analytical approach similar to that of the 2011 IRP/EIS described above. The number of alternative energy resource strategies and scenarios to be evaluated may differ from the 2011 IRP/EIS and will be determined after the completion of scoping. The IRP planning period is 20 years.

Scoping Process

Scoping, which is integral to the process for implementing NEPA, provides an early and open process to ensure that (1) issues are identified early and properly studied; (2) issues of little significance do not consume substantial time and effort; (3) the draft EIS is thorough and balanced; and (4) delays caused by an inadequate EIS are avoided.

With the help of the public, TVA will identify the most effective energy resource strategy that will meet TVA's mission and serve the people of the Valley for the next 20 years. To ensure that the full range of issues and a comprehensive portfolio of energy resources are addressed, TVA invites members of the public as well as federal, state, and local agencies and Indian tribes to comment on the scope of the IRP EIS. As part of the EIS

process, TVA anticipates asking representatives from key stakeholder groups to participate in a public review group which will meet several times over the course of the study to learn about the issues, discuss tradeoffs associated with different resource options, and assist TVA in developing an optimal energy resource strategy.

Comments on the scope of this Supplemental EIS should be submitted no later than the date given under the **DATES** section of this notice. Any comments received, including names and addresses, will become part of the administrative record and will be available for public inspection.

After consideration of the comments received during this scoping period, TVA will develop and distribute a document which will summarize public and agency comments that were received and identify the issues and alternatives to be addressed in the Supplemental EIS and identify the schedule for completing the EIS process. Following analysis of the issues, TVA will prepare a draft EIS for public review and comment. Notice of availability of the draft EIS will be published by the U.S. Environmental Protection Agency in the **Federal Register**. TVA will solicit comments on the draft IRP and Supplemental EIS and hold public meetings to address it. TVA expects to release the draft IRP and Supplemental EIS in late 2014. The final IRP and Supplemental EIS, along with the Record of Decision, will be issued in 2015.

Dated: October 23, 2013.

Brenda E. Brickhouse,
Vice President, Environment.

[FR Doc. 2013–25867 Filed 10–30–13; 8:45 am]

BILLING CODE 8120–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Request To Release Airport Property

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Request to Release Airport Property at the Kearney Regional Airport (EAR), Kearney, Nebraska.

SUMMARY: The FAA proposes to rule and invites public comment on the release of land at the Kearney Regional Airport, Kearney, Nebraska, under the provisions of 49 U.S.C. 47107(h)(2).

DATES: Comments must be received on or before December 2, 2013.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to: Michael Tye, City Attorney, 1419 Central Avenue, P.O. Box 636, Kearney, NE 68848-0636, (308) 237-3155.

FOR FURTHER INFORMATION CONTACT: Lynn D. Martin, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, ACE-610C, 901 Locust Room 364, Kansas City, MO 64106, (816) 329-2644, lynn.martin@faa.gov.

The request to release property may be reviewed, by appointment, in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release approximately 67.72± acres of airport property at the Kearney Regional Airport (EAR) under the provisions of 49 U.S.C. 47107(h)(2). On July 1, 2013, the City Attorney at the Kearney Regional Airport requested from the FAA that approximately 67.72± acres of property be released for sale to the City of Kearney for them to transfer to the Veteran's Administration for construction of the Central Nebraska Veteran's Home. On September 29, 2013, the FAA determined that the request to release property at the Kearney Regional Airport (EAR) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

The following is a brief overview of the request:

The Kearney Regional Airport (EAR) is proposing the release of airport property totaling 67.72 acres, more or less. This land is to be used for construction of a new Central Nebraska Veteran's Home. The release of land is necessary to comply with Federal Aviation Administration Grant Assurances that do not allow federally acquired airport property to be used for non-aviation purposes. The sale of the subject property will result in the land at the Kearney Regional Airport (EAR) being changed from aeronautical to non-aeronautical use and release the lands from the conditions of the Airport

Improvement Program Grant Agreement Grant Assurances. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project for general aviation facilities at the Kearney Regional Airport.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon appointment and request, inspect the application, notice and other documents determined by the FAA to be related to the application in person at the Kearney Regional Airport.

Issued in Kansas City, MO, on October 2, 2013.

Jim A. Johnson,
Manager, Airports Division.

[FR Doc. 2013-25852 Filed 10-30-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Order 1050.1F Environmental Impacts: Policies and Procedures

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice requesting comment on proposed Order 1050.1F Environmental Impacts: Policies and Procedures; Re-Opening of Comment Period.

SUMMARY: This action re-opens the comment period for the notice of draft Order 1050.1F, Environmental Impacts: Policies and Procedures that was published on August 14, 2013. Airports Council International—North America (ACI-NA), which represents local, regional and state governing bodies that own and operate commercial airports across the United States, requested that the FAA extend the comment period for 14 days.

DATES: The notice of the comment period for the Order was published on August 14, 2013 (78 FR 49596), closed September 30, 2013, and is re-opened until November 8, 2013.

ADDRESSES: You may send comments identified by Docket No. FAA-2013-0685 using any of the following methods:

Federal eRulemaking Docket: Go to <http://www.regulations.gov>. Follow the online instructions for sending your comments electronically.

Facsimile: Fax comments to the docket operations personnel at 202-493-2251.

Mail: Send comments to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

Hand Deliver: Deliver comments to the Docket Operations Room on the ground floor of the West Building at U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information the commenter provides. Using the search function of the docket Web site, anyone can find and read the electronic form of all comments received into any FAA docket, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477), as well as at <http://DocketsInfo.dot.gov>.

Docket: You may examine the docket, including comments received, on the Internet at <http://www.regulations.gov> or in person at the U.S. Department of Transportation Docket Operations office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays, at U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Donald Scata, Office of Environment and Energy (AEE-400), Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-9890; email donald.scata@faa.gov.

Background: On August 14, 2013, the FAA issued a Notice requesting comment on proposed Order 1050.1F, Environmental Impacts: Policies and Procedures. In that notice, the FAA sought comment on proposed revisions to Order 1050.1E, which contains policies and procedures for implementing the National Environmental Policy Act (78 FR 49596). The draft revised order, re-numbered as Order 1050.1F, is available at http://www.faa.gov/about/office_org/headquarters_offices/apl/enviro_policy_guidance/policy/. The notice stated that comments to that document were to be received on or before September 30, 2013.