

and are not acceptable as a long-term solution to protecting the dams, and downstream nuclear plants, during the PMF. At the time the NRC letter was received, TVA had not made any decisions about whether or how to replace the HESCO barriers. After receiving the letter, TVA made the commitment to NRC to develop and implement permanent dam safety modifications to replace the temporary measures at the four dams.

TVA issued the Final EIS for the permanent dam safety modifications in May 2013. In the July 2013 ROD, TVA announced its decision to implement Alternative B—Permanent Modifications of Dam Structures: Combination of Concrete Floodwalls and Earthen Embankments, and has begun constructing the permanent modifications.

### Supplemental Analysis

The SA addresses Revised Alternative B—Permanent Modifications of Dam Structures: Combination of Concrete Floodwalls, Earthen Embankments, and Roller-Compacted Concrete. Under Revised Alternative B, TVA would construct the permanent modifications at Cherokee Dam with RCC or a combination of RCC and earthen embankment. The 40-foot increase in the height of the south spillway training wall and associated backfill have been determined to be unnecessary and would not be constructed. At Fort Loudoun Dam, TVA would increase the elevation of the permanent modifications by 1.0 foot and the 2,600-foot FTL-3 concrete floodwall would be replaced with a 1,400-foot section of RCC located on the current roadbed of US Highway 321 between the south end of the US Highway 321 bridge over Fort Loudoun Dam and the US Highway 321—Tellico Parkway intersection. This segment would be constructed after the Tennessee Department of Transportation completes the new US Highway 321 bridge located downstream of the dam and relocates traffic onto the new bridge and connecting roadway. A 250-foot section of earthen embankment would be constructed near the intersection of US Highway 321 and Tellico Parkway. Flood protection in the remainder of the original FTL-3 segment would be provided by the increased elevation of the reconstructed US Highway 321 and Tellico Parkway; the entrance road into the Tellico Recreation Area would be modified to match this increased elevation. The elevation of Tellico Segment T-1 would be increased by 1.1 foot. The permanent modifications to the other segments at Tellico Dam

would be the same as described in the selected Alternative B. At Watts Bar Dam, the elevation of the earthen embankments would be increased by 0.1 foot and the elevation of the WB-3 concrete floodwall would be increased by 1.5 foot. TVA is also considering increasing the height of the earthen embankments at Watts Bar Dam by an additional 1.5 to 2.5 feet, and increasing the height of the WB-3 concrete floodwall by 0.5 to 3.5 feet. These proposed actions are not among those included in this Record of Decision and are currently undergoing additional environmental analyses.

As described in the SA, available at [http://www.tva.com/environment/reports/dam\\_safety/index.htm](http://www.tva.com/environment/reports/dam_safety/index.htm), the proposed revisions to Alternative B would have no effect on most environmental resources. They do have the potential to affect cultural and historic resources, transportation, visual resources, recreation, and public safety. TVA has determined that these impacts would be short-term and minor and similar to or less than the impacts assessed for those resources in the Final EIS for Alternative B. Revised Alternative B would result in beneficial impacts to transportation at Fort Loudoun and Cherokee Dams and to public safety at Fort Loudoun compared to Alternative B due to reduced interference with traffic. Revised Alternative B would also reduce the impacts to visual resources at Cherokee and Fort Loudoun Dams.

### Amended Decision

TVA has decided to implement the Revised Alternative B—Permanent Modifications of Dam Structures: Combination of Concrete Floodwalls, Earthen Embankments, and Roller-Compacted Concrete. Revised Alternative B would result in fewer transportation and public safety impacts and minor beneficial impacts to visual resources in comparison to the previously selected Alternative B. Revised Alternative B would also result in a shorter overall construction period.

### Mitigation Measures

The July 2013 ROD lists mitigation measures associated with the selected Alternative B. These mitigation measures remain in effect and TVA has not identified the need for additional mitigation measures associated with Revised Alternative B.

Dated: July 7, 2014.

**John J. McCormick, Jr.,**  
Vice President, River Operations.

[FR Doc. 2014-17038 Filed 7-18-14; 8:45 am]

**BILLING CODE 8120-08-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Mitsubishi MU- 2B Series Airplane Special Training, Experience, and Operating Procedures

**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 May 2, 2014, vol. 79, no. 85, page 25171–25172. This collection of information request is for Mitsubishi MU-2B Series Airplane Special Training, Experience, and Operating Requirements Special Federal Aviation Regulation. The pilot training requires a logbook endorsement and documentation of a training-course completion record.

**DATES:** Written comments should be submitted by August 20, 2014.

**FOR FURTHER INFORMATION CONTACT:** Kathy DePaepe at (405) 954-9362, or by email at: [Kathy.DePaepe@faa.gov](mailto:Kathy.DePaepe@faa.gov).

#### SUPPLEMENTARY INFORMATION:

*OMB Control Number:* 2120-0725.

*Title:* Mitsubishi MU-2B Series Airplane Special Training, Experience, and Operating Procedures.

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

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

*Background:* In response to the increasing number of accidents and incidents involving the Mitsubishi MU-2B series airplane, the Federal Aviation Administration (FAA) began a safety evaluation of the MU-2B in July of 2005. As a result of this safety evaluation, the FAA published a Special Federal Aviation Regulation (SFAR) on February 6, 2008 (73 FR 7033) that established a standardized pilot training program. The collection of information is necessary to document participation, completion, and compliance with the pilot training program.

*Respondents:* Approximately 600 MU-2B pilots.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 3 minutes.

*Estimated Total Annual Burden:* 100 hours.

**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.

Issued in Washington, DC, on July 15, 2014.

**Albert R. Spence,**

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

[FR Doc. 2014-16997 Filed 7-18-14; 8:45 am]

**BILLING CODE 4910-13-P**

---

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Release Airport Property From Quitclaim Deed; Venice Municipal Airport, Venice, FL

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

**ACTION:** Request for public comment.

**SUMMARY:** The FAA hereby provides notice of intent to release approximately 48 acres of airport property at Venice Municipal Airport, Venice, FL, from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the City of Venice, FL, dated June 10, 1947. The release of property will allow the City of Venice to dispose of the property for other than aeronautical purposes. The property is located at 2350 Scenic Drive along the Intracoastal Waterway Canal. The parcel is currently designated as non-aeronautical land

use. The property will be released of its federal obligations for municipal land use. The fair market value of this parcel has been determined to be \$475,000.

**DATES:** Comments are due on or before August 20, 2014.

**ADDRESSES:** Documents are available for review at Venice Municipal Airport, 150 Airport Ave. E, Venice FL 34285; and the FAA Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822. Written comments on the Sponsor's request must be delivered or mailed to: Marisol C. Elliott, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024. Documents reflecting the Sponsor's request are available for inspection by appointment only at Venice Municipal Airport and by contacting the FAA at the address listed above.

**FOR FURTHER INFORMATION CONTACT:** Marisol C. Elliott, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024.

**SUPPLEMENTARY INFORMATION:** Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) requires the FAA to provide an opportunity for public notice and comment prior to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport land for non-aeronautical purposes.

Issued in Orlando, Florida, on July 15, 2014.

**Bart Vernace,**

*Manager, Orlando Airports District Office, Southern Region.*

[FR Doc. 2014-17122 Filed 7-18-14; 8:45 a.m.]

**BILLING CODE 4910-13-P**

---

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Release Airport Property From Quitclaim Deed; Venice Municipal Airport, Venice, FL

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

**ACTION:** Request for public comment.

**SUMMARY:** The FAA hereby provides notice of intent to release approximately 1.166 acres of airport property at Venice Municipal Airport, Venice, FL, from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the City of Venice, FL, dated June 10, 1947. The release of property will allow the City of Venice to dispose of the

property for other than aeronautical purposes. The property is located at 1600 Harbor Drive South. The parcel is currently designated as non-aeronautical land use. The property will be released of its federal obligations for commercial land use. The fair market value of this parcel has been determined to be \$2,200,000.

**DATES:** Comments are due on or before August 20, 2014.

**ADDRESSES:** Documents are available for review at Venice Municipal Airport, 150 Airport Ave. E, Venice FL 34285; and the FAA Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822. Written comments on the Sponsor's request must be delivered or mailed to: Marisol C. Elliott, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024. Documents reflecting the Sponsor's request are available for inspection by appointment only at Venice Municipal Airport and by contacting the FAA at the address listed above.

**FOR FURTHER INFORMATION CONTACT:** Marisol C. Elliott, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024.

**SUPPLEMENTARY INFORMATION:** Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) requires the FAA to provide an opportunity for public notice and comment prior to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport land for non-aeronautical purposes.

Issued in Orlando, Florida, on July 15, 2014.

**Bart Vernace,**

*Manager, Orlando Airports District Office, Southern Region.*

[FR Doc. 2014-17113 Filed 7-18-14; 8:45 a.m.]

**BILLING CODE 4910-13-P**

---

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Salt Lake County, Utah

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed transportation improvements in Salt Lake County, Utah.