

comparison in the Summary and Section 2.5 of the Final SEIS.

The key findings of the SEIS are (1) Tritium releases from normal operations with TPBAR irradiation would have an insignificant impact on the health of workers and the public; (2) tritium releases from TPBAR irradiation would increase tritium concentrations in the Tennessee River in comparison with not irradiating TPBARs; however, the tritium concentration at any drinking water intake would remain well below the maximum permissible Environmental Protection Agency drinking water limit of 20,000 picocuries per liter; (3) TPBAR irradiation would not have a significant adverse impact on the operation and safety of TVA reactor facilities, and the potential risks from accidents would remain essentially the same whether TPBARs were irradiated in a TVA reactor or not; and (4) irradiation of 2,500 TPBARs in a single reactor would increase spent nuclear fuel generation by about 24 percent per fuel cycle and irradiation of 5,000 TPBARs at a single site would increase spent nuclear fuel generation at either Watts Bar or Sequoyah by about 48 percent per fuel cycle; however, TVA has a plan to manage the increased volume of spent nuclear fuel assemblies.

#### Environmentally Preferable Alternative

In its June 2016 ROD, DOE/NNSA identified the No Action Alternative as the environmentally preferable alternative after considering the potential impacts to each resource area by alternative. TVA concurs with this determination. Fewer environmental impacts would result from the No Action Alternative because the alternative would have the lowest limiting value considered for the total number of TPBARs proposed to be irradiated (no more than 2,040 TPBARs every 18 months).

#### Decision

In its June 2016 ROD, DOE/NNSA stated its intent to implement the preferred alternative, Alternative 6, under the terms of the existing interagency agreement with TVA. TVA has decided to implement Alternative 6 as well, which allows for the irradiation of a total of 5,000 TPBARs every 18 months using both the Watts Bar and Sequoyah sites. Because TVA could irradiate a maximum of 2,500 TPBARs in any one reactor, one or both reactors at each of the sites could be used. In the SEIS, DOE/NNSA assumed for Alternative 6 that each site would irradiate 2,500 TPBARs every 18 months. However, because the SEIS

analyzes the impacts of irradiating up to 5,000 TPBARs at a single site, Alternative 6 is not intended to limit the number of TPBARs irradiated at either the Watts Bar or Sequoyah site, so long as no more than a total of 5,000 TPBARs is irradiated every 18 months, with no more than 2,500 TPBARs in any reactor core. This decision allows for irradiation of TPBARs at the Sequoyah site in the future; however, TVA does not currently have plans to irradiate TPBARs at the Sequoyah site in the near term.

In June 2016, TVA agreed to assess the potential for tritium production at Watts Bar 2. As a result of that assessment, TVA is planning to submit a license amendment to the NRC in late 2017 to authorize irradiation of up to 1,792 TPBARs in Watts Bar 2. Subject to approval of the license agreement, tritium production in Watts Bar 2 is currently projected to start in the fall of 2020 with the loading of approximately 600 to 704 TPBARs. Plans further call for Watts Bar 2 to be irradiating approximately 1,500 to 1,792 TPBARs by December 2025.

The basis for TVA's decision is its commitment to provide irradiation services for producing tritium for DOE/NNSA based on the interagency agreement established in 2000 between the two agencies. TVA concurs that the proposal reflects responsible planning on the part of DOE/NNSA and provides the greatest flexibility for DOE/NNSA to meet future tritium production requirements through the potential availability of up to four reactors (*i.e.*, the addition of Watts Bar 2) to assist in meeting national security requirements. No other alternative reviewed in the SEIS provided the desired flexibility. The decision represents TVA's continued commitment to support the Nation's defense efforts and national security requirements.

#### Mitigation Measures

The SEIS identified several mitigation measures that would reduce potential impacts from tritium releases. In the event that TVA decides to irradiate TPBARs at Sequoyah site or facilitate routine tritium management, TVA would construct and operate a 500,000-gallon tritiated water tank system (similar to the system at the Watts Bar site) at Sequoyah to mitigate potential impacts from tritium releases. TVA would use the respective tank systems at both sites to store tritiated water after it passed through the liquid radioactive waste processing system. TVA would release the stored tritiated water to the Tennessee River by the existing pathways at the site. The tank systems

would have sufficient capacity to store and release the water to the Tennessee River at appropriate times (that is, TVA will release stored tritiated water from the tank during times of higher river flows for better dilution), and it will enable TVA to minimize the potential impacts of tritiated water releases. The systems would enable TVA to plan fewer releases each year and to ensure that site effluents would continue to remain well below regulatory concentration limits. Additionally, TVA will continue to monitor its operations for emissions to air and water in accordance with NRC licensing requirements. TVA has adopted all practicable means to avoid or minimize environmental harm from the selected alternative.

David M. Czufin,

Senior Vice President, Nuclear Engineering and Operations Support.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at the Sweetwater Municipal Airport in Sweetwater, Texas; Correction

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

**ACTION:** Notice of request to release airport property; correction.

**SUMMARY:** The FAA published a document in the **Federal Register** on March 15, 2017, concerning the release of airport property at the South Texas Regional Airport in Hondo, Texas. The document contained the incorrect airport in the subject heading.

**FOR FURTHER INFORMATION CONTACT:** Anthony Mekhail, 817-222-5663.

#### Correction

In the **Federal Register** of March 15, 2017, in FR Doc. 2017-05018, make the following corrections:

1. On page 13918, in the second column, the subject heading is corrected to "Notice of Intent to Rule on Request to Release Airport Property at Sweetwater Municipal Airport in Sweetwater, Texas," as set out in the subject heading of this document.

2. On page 13918, in the third column, in the first sentence of the **SUPPLEMENTARY INFORMATION** section, the phrase "South Texas Regional Airport at Hondo" is corrected to "Sweetwater Municipal Airport in Sweetwater."

Issued in Fort Worth, Texas, on March 22, 2017.

**Ignacio Flores,**  
*Director, Airports Division.*

[FR Doc. 2017-06755 Filed 4-4-17; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2017-12]

#### Petition for Exemption; Summary of Petition Received

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

**ACTION:** Notice of petition for exemption received.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number and must be received on or before April 25, 2017.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2016-3324 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- *Mail:* Send comments to the Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.
- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.
- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 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 you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association,

business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

*Docket:* To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Jake Troutman, (202) 683-7788, 800 Independence Avenue SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on March 30, 2017.

**Lirio Liu,**  
*Director, Office of Rulemaking.*

#### Petition for Exemption

*Docket No.:* FAA-2016-3324.

*Petitioner:* STEM+C Inc.

*Section of 14 CFR Affected:*

61.113(a)(b); 61.133(a); 91.7(a); 91.119; 91.121; 91.151(a); 91.405(a); 91.407(a)(1); 91.409(a)(2); 91.417(a)(b).

*Description of Relief Sought:* STEM+C Inc., an educational company defined as, "Science, technology, engineering and math", seeks an exemption to operate small unmanned aircraft systems (sUAS). The requested relief is for "teams" of students registered and authorized by STEM+C Inc. to participate in "Spaceport America and STEM+C Flight Series" at Spaceport America in New Mexico. The goal of this project is to tow a sUAS (RvJet) under a weather balloon to a maximum operating altitude of 115,000 ft. mean sea level (msl). At 115,000 ft. msl a release signal will be sent to the RvJet, which will cause the RvJet to detach from the weather balloon. The RvJet will then be flown to Spaceport America via control link and video link. The proposed airspace is a 35 nautical mile (nm) radius from a point defined by: Latitude 32.9905 and Longitude 106.9736.

[FR Doc. 2017-06768 Filed 4-4-17; 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: Aging Aircraft Program (Widespread Fatigue Damage)

**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 a previously approved information collection. The "Aging Aircraft Program (Widespread Fatigue Damage)" final rule amended FAA regulation pertaining to certification and operation of transport category airplanes to preclude widespread fatigue damage in those airplanes.

**DATES:** Written comments should be submitted by May 5, 2017.

**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 [oira\\_submission@omb.eop.gov](mailto:oira_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 by email at: [Ronda.Thompson@faa.gov](mailto:Ronda.Thompson@faa.gov).

**SUPPLEMENTARY INFORMATION:**  
*OMB Control Number:* 2120-0743.  
*Title:* Aging Aircraft Program (Widespread Fatigue Damage).