

for connectivity. For the proposed site, the solar developer plans to consider the establishment of a reduced footprint so that impacts to cultural and/or biological resources could be avoided. The EIS or EA will also evaluate ways to mitigate impacts that cannot be avoided. The description and analysis of these alternatives in the EIS or EA will inform decision makers, other agencies, and the public about the potential for environmental impacts associated with the proposed solar facility. TVA solicits comments on whether there are other alternatives that should be assessed in the EIS or EA.

#### Brief Summary of Expected Impacts

Public scoping is integral to the process for implementing NEPA and ensures that (1) issues are identified early and properly studied, (2) issues of little significance do not consume substantial time and effort, and (3) the analysis of identified issues is thorough and balanced. This EA or EIS will identify the purpose and need of the project and will contain descriptions of the existing environmental and socioeconomic resources within the area that could be affected by the proposed solar facility, including the documented historical, cultural, and environmental resources. Evaluation of potential environmental impacts to these resources will include, but not be limited to, air quality and greenhouse gas emissions, surface water, groundwater, wetlands, floodplains, vegetation, wildlife, threatened and endangered species, land use, natural areas and parks and recreation, geology, soils, prime farmland, visual resources, noise, cultural resources, socioeconomic and environmental justice, solid and hazardous waste, public and occupational health and safety, utilities, and transportation.

Based on a preliminary evaluation of these resources, TVA expects potential impacts to vegetation and wildlife due to the conversion of coniferous and hardwood forests of various ages to early maintained grass-dominated fields. Impacts to water resources would likely be minor with the use of best management practices and avoidance of siting project components in or near streams, wetlands, and riparian areas to the extent feasible. Land use would be impacted by the conversion of the undeveloped site to industrial use and the elimination of current farming and timber operations. This would also result in visual impacts. The current recreational uses of the site, primarily hunting, would also be eliminated. Historic properties could be impacted but would be avoided to the extent

feasible or mitigated in compliance with applicable regulations. Nearly half of the site was once used as an auxiliary training area for the U.S. Army during World War II. The site was deactivated in 1946 and the U.S. Army Corps of Engineers has conducted numerous inspections and remediation efforts on the former Motlow Range to ensure public and occupational health and safety. Beneficial impacts are expected by facilitating the development of renewable energy and thereby increasing local job opportunities, as well as improving regional air quality and reducing carbon emissions. The EIS or EA will analyze measures that would avoid, minimize, or mitigate environmental effects. The final range of issues to be addressed in the environmental review will be determined, in part, from scoping comments received.

#### Request for Identification of Potential Alternatives, Information, and Analyses Relevant to the Proposed Action

TVA requests assistance with identifying any new potential alternatives to the proposed action to be considered. TVA also requests assistance with identifying any new potential impacts of the proposed action, identifying the activity and the potential impact that should be analyzed. Information interested parties possess which would assist in the analysis of resources issues is also appreciated. TVA is particularly interested in public input on other reasonable alternatives that should be considered in the EIS or EA. The preliminary identification of reasonable alternatives, information, and analyses relevant to the proposed action in this notice is not meant to be exhaustive or final.

#### Public Participation

The public is invited to submit comments on the scope of this EA or EIS no later than the date identified in the **DATES** section of this notice. Federal, state, and local agencies and Native American Tribes are also invited to provide comments. Information about this project is available on the TVA web page at [www.tva.gov/nepa](http://www.tva.gov/nepa), including a link to an online public comment page. Any comments received, including names and addresses, will become part of the administrative record and will be available for public inspection. After consideration of comments received during the scoping period, TVA will develop and distribute a scoping document that will summarize public and agency comments that were

received and identify the schedule for completing the EIS or EA process. Following analysis of the issues, TVA will prepare the draft EIS or EA for public review and comment; expected to be released late 2021 or early 2022. TVA anticipates the final EIS or EA in summer of 2022. In finalizing the EIS or EA and in making its final decision, TVA will consider the comments that it receives on the draft.

**Rebecca Tolene,**

*Vice President, Environment.*

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**BILLING CODE 8120-08-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Women in Aviation Advisory Board; Notice of Public Meeting

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a meeting of the Women in Aviation Advisory Board (the Board).

**DATES:** The meeting will be held on May 25, 2021, from 9 a.m.—3:30 p.m. EDT. Requests for accommodations to a disability must be received by May 11, 2021. Requests to submit written materials to be reviewed during the meeting must be received no later than May 11, 2021.

**ADDRESSES:** The meeting will be held virtually. Members of the public who wish to observe the virtual meeting may access the event live on the FAA's Twitter, Facebook and YouTube channels. For copies of meeting minutes along with all other information, please visit the WIAAB internet website at [https://www.faa.gov/regulations\\_policies/rulemaking/committees/documents/index.cfm/committee/browse/committeeID/817](https://www.faa.gov/regulations_policies/rulemaking/committees/documents/index.cfm/committee/browse/committeeID/817).

**FOR FURTHER INFORMATION CONTACT:** Ms. Aliah Duckett, Federal Aviation Administration, at [S612WomenAdvisoryBoard@faa.gov](mailto:S612WomenAdvisoryBoard@faa.gov). Any committee related request should be sent to the person listed in this section or by phone at 202-267-8361.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

WIAAB was created under the Federal Advisory Committee Act (FACA), in accordance with Section 612 of the FAA Reauthorization Act of 2018 (Pub. L. 115-254) to encourage women and girls to enter the field of aviation with the

objective of promoting organizations and programs that are providing education, training, mentorship, outreach, and recruitment of women in the aviation industry.

## II. Agenda

At the meeting, the agenda will cover the following topics:

- Official Statement of the Designated Federal Officer
- Welcome/Opening Remarks
- Approval of Previous Meeting Minutes
- Subcommittee Presentations
- Review of Action Items
- Closing Remarks

A detailed agenda will be posted on the WIAAB internet website address listed in the **ADDRESSES** section at least 15 days in advance of the meeting. Copies of the meeting minutes will also be available on the WIAAB internet website.

## III. Public Participation

The meeting will be open to the public and livestreamed. Members of the public who wish to observe the virtual meeting can access the livestream on the FAA social media platforms listed in the **ADDRESSES** section on the day of the event.

The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

The FAA is not accepting oral presentations at this meeting due to time constraints. However, the public may present written statements to the Board by providing a copy to the Designated Federal Officer via the email listed in the **FOR FURTHER INFORMATION CONTACT** section.

Issued in Washington, DC.

**Angela O. Anderson,**

*Director, Regulatory Support Division, Office of Rulemaking, Federal Aviation Administration.*

[FR Doc. 2021-09200 Filed 4-30-21; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2020-0936]

### Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Survey of Industry's Response to Safety Alert for Operators (SAFO) 17007

**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 for a new information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on October 8, 2020. The collection involves survey responses from U.S. air carrier (Part 121 and Part 135) employees who lead departments responsible for Operations and Standards, Training, and Safety to understand how industry has addressed recommendations from SAFO 17007 and to inform future guidance on manual flight skill proficiency in future en-route and terminal environments. This information collection is necessary, as no other information sources have been identified that would provide the required information. Operator policies and procedures are not publicly shared; therefore, this is the only reliable method to gather anonymous information from a representative industry sample.

**DATES:** Written comments should be submitted by June 2, 2021.

**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.

### FOR FURTHER INFORMATION CONTACT:

Victor Quach by email at: [victor.k.quach@faa.gov](mailto:victor.k.quach@faa.gov); phone: 202-267-3585, NextGen Human Factors Division, ANG-C1; 800 Independence Ave. SW, Washington, DC 20591.

### SUPPLEMENTARY INFORMATION: *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.

*OMB Control Number:* 2120-XXXX.

*Title:* Survey of Industry's Response to Safety Alert for Operators (SAFO) 17007.

*Form Numbers:* Not applicable.

*Type of Review:* New information collection

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on October 8, 2020 (85 FR 6364). The Federal Aviation Administration (FAA) is developing guidance materials on maintaining manual flight skill proficiency in future en-route and terminal environments where pilots will have less opportunities to practice manual flight knowledge, skills, and abilities (KSAs) in a highly automated environment. The FAA is conducting this survey of U.S. air carriers (Part 121 and Part 135) to determine how the organizations have incorporated the recommendations in SAFO 17007 into line operations and training. SAFO 17007 (linked below) encourages the development of training and line-operations policies to ensure that proficiency in manual flight operations is developed and maintained for air carrier pilots. [https://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/safo/all\\_safo/media/2017/SAFO17007.pdf](https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safo/media/2017/SAFO17007.pdf)

An invitation to complete a one-time electronic survey will be sent to U.S. air carrier (Part 121 and Part 135) employees who lead departments responsible for Operations and Standards, Training, and Safety. These personnel are responsible for implementing the SAFO's recommendations into line operations and training. All data provided will be kept private to the extent possible by law. To preclude the identification of individual responses, all respondents will be given a participant code that does not identify them or their organization. Only the project leaders will have access to the coding key, which will be destroyed after data