

provided responses to these comments, made appropriate minor revisions to the Draft PEIS, and issued the Final PEIS.

The Notice of Availability for the Final PEIS was published in the **Federal Register** on July 29, 2022.

Mitigation Measures

TVA will use the following means to avoid or minimize environmental harm: Appropriate best management practices during any site preparation, construction, operation, and decommissioning of advanced nuclear reactors, including those described in A Guide for Environmental Protection and Best Management Practices for Tennessee Valley Authority, the Tennessee Erosion and Sediment Control Handbook, the project-specific stormwater pollution prevention plan, and those associated with a site-specific Integrated Pollution Prevention Plan.

In addition, TVA will:

- Conduct additional site-specific investigations to evaluate the presence of karst features in areas proposed for structure development.
- Ensure that any disturbance of contaminated sediments within the Clinch River arm of the Watts Bar Reservoir would be subject to the terms of the Watts Bar Interagency Agreement that includes the USACE, U.S. Department of Energy, TDEC, and the U.S. Environmental Protection Agency, to coordinate review of permitting and authorization.
- Minimize the noise effects of blasting by requiring the construction contractor to develop a blasting plan to include notifications to local officials, emergency departments, and neighboring businesses and residents.
- Minimize noise impacts based on further analysis and/or modeling to determine offsite operational noise impacts when designs for specific reactor and cooling technologies are developed.
- Minimize the effect of construction dewatering on groundwater levels in the areas surrounding any potential excavation and reduce the need for dewatering by appropriately blocking or grouting fractures and cavities transmitting large amounts of water. As appropriate, TVA will assess the effects of dewatering by monitoring groundwater levels surrounding the excavation and water levels in potentially affected surface waterbodies.
- Limit any new rail line construction to the north side of the rail spur, thereby avoiding 100- and 500-year floodplains.
- Minimize permanent and temporary impacts to wetlands and other sensitive resources during the design phase of any reactor to be constructed on site. If

impacts to wetlands are not avoidable, CWA permitting with the USACE and TDEC will be conducted as appropriate.

- Establish a buffer around forested wetland W019, which is rated as having exceptional value, such that it would not be impacted by project activities.
- Design the diffuser ports that are part of the discharge system to direct effluent upwards into the water column so that limited physical alteration or scouring occurs, thereby minimizing impacts to benthic habitats.
- Work to minimize and avoid impacts in native cedar glade areas during design, construction, and operation.
- Time any proposed actions within 660 feet of active osprey nests to avoid nesting seasons, or coordinate with the U.S. Department of Agriculture Wildlife Services for guidance to ensure compliance under Executive Order 13186.
- When feasible, remove trees within the Project Area in winter (October 15–March 31) when most species of migratory birds would not be nesting and/or would be away from the region.
- Review any proposed tree removal plans once site-specific designs are completed to determine if impacts to potentially suitable Indiana bat and northern long-eared bat habitat may occur. Consultation under Section 7 of the Endangered Species Act will occur, as appropriate, when specific designs have been selected, the scope of each project has been refined, and impacts to federally listed bats can be properly assessed.
- Ensure that state-listed plant species including the rigid sedge and pale green orchid are not significantly impacted by designing the proposed offsite transmission line to avoid the species and their habitat to the greatest extent possible. TVA transmission engineers will consult with the TVA botanist during design to ensure the location of the habitat is considered early in the process.
- Pursue expansion of the Grassy Creek HPA by about 14 acres to provide additional protection to the state-listed rigid sedge and pale green orchid.
- Use site design to minimize and avoid impacts to streams and wetlands where feasible to lessen potential impacts to suitable habitat for the southeastern shrew and other riparian dependent rare species.
- Take steps to address localized traffic congestion by staggering work shifts to avoid localized delays at key intersections, installing traffic lights and stop signs, and adding turning lanes as appropriate to the level of traffic present.

- Equip mechanical draft cooling towers with efficient drift eliminators and/or other design attributes to reduce particulate matter emissions.

- Maintain the grounds of the Hensley Cemetery and avoid the cemetery during construction, operation and maintenance activities. The cemetery would remain accessible to those individuals with familial connection to individuals buried at Hensley Cemetery.

- Per the stipulations of the Programmatic Agreement (PA) executed between TVA, and the Tennessee State Historic Preservation Officer with concurring parties of the Eastern Band of Cherokee Indians and the United Keetoowah Band of Cherokee Indians in Oklahoma, TVA will seek ways to avoid or minimize adverse project impacts on NRHP-eligible archaeological sites, and if avoidance or sufficient minimization are not possible, TVA will mitigate the adverse effects in accordance with the stipulations of the PA. TVA will consult with the Tennessee SHPO and federally recognized tribes throughout the process.

Robert M. Deacy, Sr.,

Senior Vice President, Clinch River Project, Tennessee Valley Authority.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2022–1254]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: FAA Airport Data and Information

Correction

In Notice document 2022–20598, appearing on page 58178, in the issue of Friday, September 23, 2022, make the following correction:

On page 58178, in the second column, in the **DATES:** section, in the second line, “September 23, 2022” is corrected to read “November 23, 2022”.

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