

addressed the retirement of all 20 CT units at its Allen and Johnsonville plants and the replacement of the capacity lost with new CT units at its Paradise and Colbert plants. Under the current proposal, TVA is considering the continual operation of existing Units 19 and 20 at ACT, previously identified for retirement.

In December 2022, during Winter Storm Elliott, 16 of the units at ACT failed to start, impacting the TVA system position by 240 MWs. Since this event, these 16 units at Allen have ceased operations. Only two units at ACT (Units 19 and 20) are operable.

Project Purpose and Need

The purpose of the proposed action is to increase the flexibility and reliability of TVA power system by improving TVA's transmission system stability in western Tennessee and providing new, dispatchable generation to support the continued system load growth experienced in the TVA power service area over the past few years. These improvements would help TVA to expand and integrate renewable energy resources onto its transmission grid, which would allow TVA to advance its decarbonization goals.

TVA has identified the need to improve the stability of its transmission system in the western portion of Tennessee. In this area, additional resources are needed to ensure that adequate transmission voltages are maintained within the desired limits. In addition, as identified in the 2019 IRP, TVA needs flexible, dispatchable power that can successfully integrate increasing amounts of renewable energy sources while ensuring it can meet required year-round generation and maximum capacity system demands and planning reserve margin targets.

Anticipated Environmental Impacts

The EA or EIS will include an evaluation of the environmental, social, and economic impacts associated with implementing the proposed action. Because all ground disturbing activities associated with the proposal would occur within previously disturbed areas of TVA's Allen facility, TVA anticipates that the primary issues to be addressed in the EA or EIS will be impacts to air quality, climate change, environmental justice, and transportation. Other resource issues, including socioeconomic and surface water quality, will be addressed. Measures to avoid, minimize, and mitigate adverse effects will be identified and evaluated in the EA or EIS. TVA seeks input from the public during the scoping period on other relevant issues that should be

considered and potential mitigation measures.

Anticipated Permits and Other Authorizations

TVA anticipates seeking required permits or authorizations, as appropriate. TVA's proposed action may require issuance of an air permit under the Clean Air Act; an Individual or Nationwide Permit under Section 404 of the Clean Water Act; Section 401 Water Quality Certification; conformance with Executive Orders on Environmental Justice (12898), Wetlands (11990), Floodplain Management (11988), Migratory Birds (13186), and Invasive Species (13112); and compliance with Section 106 of the National Historic Preservation Act, Section 7 of the Endangered Species Act, and other applicable Local, Federal, and State regulations.

Public Participation and Scoping Process

Scoping, which is integral to the process for implementing NEPA, provides an early and open process to ensure that issues are identified early and properly studied; issues of little significance do not consume substantial time and effort; the draft EA or EIS is thorough and balanced; and delays caused by an inadequate EA or EIS are avoided. TVA seeks comment and participation from all interested parties for identification of potential alternatives, information, and analyses relevant to the proposed action in this EA or EIS. Public comments received during the scoping period will assist TVA in determining the appropriate level of NEPA review.

Information about this project is available at <https://www.tva.gov/NEPA>, which includes a link to an online public comment page. Comments must be received or postmarked no later than November 13, 2023. Federal, state, local agencies, and Native American Tribes are also invited to provide comments. Please note that any comments received, including names and addresses, will become part of the project administrative record and will be available for public inspection. TVA plans to have an open house meeting during the scoping period. Visit <https://www.tva.gov/NEPA> to submit comments and obtain more information about the open house meeting.

EA or EIS Preparation and Schedule

TVA will consider comments received during the scoping period and develop a scoping report which will be published online. The scoping report will summarize public and agency

comments that were received and identify the projected schedule for completing the environmental review process. TVA will post a draft EA or EIS for public review and comment on the project web page. TVA anticipates holding a public open house after releasing the draft EA or EIS. TVA expects to release the draft EA or EIS in Spring or Summer 2024 and a final EA or EIS in late 2024. If an EIS is prepared, TVA would publish a Record of Decision at least 30 days after the release of the final EIS.

Authority: 40 CFR 1501.9.

Rebecca Tolene,

Vice President, Environment and Sustainability.

[FR Doc. 2023-22517 Filed 10-11-23; 8:45 am]

BILLING CODE 8120-08-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2023-0754; Summary Notice No. 2023-40]

Petition for Exemption; Summary of Petition Received; Global Aviation Technologies

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 Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. 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 November 1, 2023.

ADDRESSES: Send comments identified by docket number FAA-2023-0754 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

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

- *Hand Delivery or Courier:* Take comments to Docket Operations 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.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations 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: Deana Stedman, AIR-646, Federal Aviation Administration, phone (206) 231-3187, email deana.stedman@faa.gov. This notice is published pursuant to 14 CFR 11.85.

Issued in Los Angeles, California, on October 3, 2023.

Thuan Nguyen,

Acting Manager, Technical Writing Section.

Petition for Exemption

Docket No.: FAA-2023-0754.

Petitioner: Global Aviation Technologies.

Section(s) of 14 CFR Affected: §§ 23.807(d)(1)(i); 23.811(b) and (c); and 23.812.

Description of Relief Sought: The petitioner requests relief from § 23.807(d)(1)(i), which is a commuter category airplane safety requirement, that requires an airplane with a total passenger seating capacity of 15 or fewer to have an emergency exit on each side of the cabin (as defined in § 23.807(b)) in addition to the passenger entry door.

The petitioner also requests relief from § 23.811(b) and (c), which are commuter category airplane safety requirements for emergency exit marking, that require exits and doors to be internally marked with the word "exit" by a sign that meets a specific size, color, and illumination as stated in those regulations.

The petitioner also requests relief from § 23.812, which contains the safety requirements for commuter category airplanes for emergency lighting.

The requested relief is for the Textron Model 390 airplane, Type Certificate A00010WI, which was certified as normal category. The petitioner's project would increase the gross weight of the airplane which would necessitate compliance with the requirements for commuter category airplanes.

[FR Doc. 2023-22448 Filed 10-11-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2023-0741; Summary Notice No. 2023-39]

Petition for Exemption; Summary of Petition Received; Global Aviation Technologies

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 Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. 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 November 1, 2023.

ADDRESSES: Send comments identified by docket number FAA-2023-0741 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

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

- *Hand Delivery or Courier:* Take comments to Docket Operations 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.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking

process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations 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:

Deana Stedman, AIR-646, Federal Aviation Administration, phone (206) 231-3187, email deana.stedman@faa.gov.

This notice is published pursuant to 14 CFR 11.85.

Issued in Los Angeles, California, on October 3, 2023.

Thuan Nguyen,

Acting Manager, Technical Writing Section.

Petition for Exemption

Docket No.: FAA-2023-0741.

Petitioner: Global Aviation Technologies.

Section(s) of 14 CFR Affected: § 23.783(f)(1).

Description of Relief Sought: The petitioner has requested relief from § 23.783(f)(1), which requires that, for commuter category airplanes, each passenger entry door must qualify as a floor level emergency exit. This exit must have a rectangular opening of not less than 24 inches wide by 48 inches high, with corner radii not greater than one-third the width of the exit. The requested relief is for the Textron Model 390 airplane, Type Certificate A00010WI, which was certified as normal category. The petitioner's project would increase the gross weight of the airplane which would necessitate compliance with the requirements for commuter category airplanes.

[FR Doc. 2023-22446 Filed 10-11-23; 8:45 am]

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