

Document	ADAMS Accession No./Web link/Federal Register citation
SECY-11-0124, Recommended Actions to be Taken Without Delay from the Near Term Task Force Report, September 9, 2011.	ML11245A127.
SECY-11-0137, Prioritization of Recommended Actions to be Taken in Response to Fukushima Lessons Learned, October 3, 2011.	ML11269A204.
SECY-13-0112, Consequence Study of a Beyond-Design-Basis Earthquake Affecting the Spent Fuel Pool for a U.S. Mark I Boiling-Water Reactor, October 9, 2013.	ML13256A334.
SRM-COMSECY-13-0030, Staff Evaluation and Recommendation for Japan Lessons-Learned Tier 3 Issue on Expedited Transfer of Spent Fuel, May 23, 2014.	ML14143A360.

Dated at Rockville, Maryland, this 4th day of August, 2015.

For the Nuclear Regulatory Commission.

Annette L. Vietti-Cook,

Secretary of the Commission.

[FR Doc. 2015-19843 Filed 8-11-15; 8:45 am]

BILLING CODE 7590-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 23**

[Docket No. FAA-2015-2903; Special Conditions No. 23-270-SC]

**Special Conditions: Honda Aircraft Company, Model HA-420, HondaJet; Ventilation Requirements in High Altitude Operations**

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

**ACTION:** Final special conditions; request for comments.

**SUMMARY:** These special conditions are issued for the Honda Aircraft Company, Model HA-420 airplane. This airplane will have a novel or unusual design feature associated with high altitude operations above 41,000 feet. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** The effective date of these special conditions is August 12, 2015.

We must receive your comments by September 11, 2015

**ADDRESSES:** Send comments identified by docket number FAA-2015-2903 using any of the following methods:

- *Federal eRegulations 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 of 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:* The FAA will post all comments it receives, without change, to <http://regulations.gov>, including any personal information the commenter provides. Using the search function of the docket Web site, anyone can find and read the electronic form of all comments received into any FAA docket, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477-19478), as well as at <http://DocketsInfo.dot.gov>.

*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:**

Leslie B. Taylor, Federal Aviation Administration, Small Airplane Directorate, Aircraft Certification Service, 901 Locust, Room 301, Kansas City, MO 64106; telephone (816) 329-4134; facsimile (816) 329-4090.

**SUPPLEMENTARY INFORMATION:** The FAA has determined, in accordance with 5 U.S. Code 553(b)(3)(B) and 553(d)(3), that notice and opportunity for prior public comment hereon are unnecessary because the substance of these special conditions has been subject to the public comment process in several prior instances with no substantive comments

received. The FAA therefore finds that good cause exists for making these special conditions effective upon issuance.

Special condition No.	Company/airplane model
23-243-SC .....	Embraer Model EMB-505.
23-102-SC .....	Cessna Model 525A.
25-ANM-108 ....	Gulfstream Aerospace Corporation, Model Gulfstream V.

**Comments Invited**

We invite interested people to take part in this rulemaking by sending written comments, data, or views. The most helpful comments reference a specific portion of the special conditions, explain the reason for any recommended change, and include supporting data. We ask that you send us two copies of written comments.

We will consider all comments we receive on or before the closing date for comments. We will consider comments filed late if it is possible to do so without incurring expense or delay. We may change these special conditions based on the comments we receive.

**Background**

On October 11, 2006, Honda Aircraft Company applied for a type certificate for their new model HA-420. On October 10, 2013, Honda Aircraft Company requested an extension with an effective application date of October 1, 2013. This extension changed the type certification basis to amendment 23-62.

The HA-420 is a four to five passenger (depending on configuration), two crew, lightweight business jet with a 43,000-foot service ceiling and a maximum takeoff weight of 9963 pounds. The airplane is powered by two GE-Honda Aero Engines (GHAE) HF-120 turbofan engines.

This airplane will have a novel or unusual design feature associated with high altitude operations above 41,000 feet. During the development of the supersonic transport special conditions, it was noted that certain pressurization

failures resulted in hot ram or bleed air being used to maintain pressurization. Such a measure can lead to cabin temperatures that exceed human tolerance limits following probable and improbable failures. The current part 23 does not address this hazard.

#### **Type Certification Basis**

Under the provisions of 14 CFR 21.17, Honda Aircraft Company must show that the HA-420 meets the applicable provisions of part 23, as amended by amendment 23-0 through amendment 23-62 thereto.

If the Administrator finds that the applicable airworthiness regulations (*i.e.*, 14 CFR part 23) do not contain adequate or appropriate safety standards for the HA-420 because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

In addition to the applicable airworthiness regulations and special conditions, the HA-420, must comply with the fuel vent and exhaust emission requirements of 14 CFR part 34 and the noise certification requirements of 14 CFR part 36; and the FAA must issue a finding of regulatory adequacy under § 611 of Public Law 92-574, the "Noise Control Act of 1972."

The FAA issues special conditions, as defined in § 11.19, under § 11.38 and they become part of the type certification basis under § 21.17(a)(2). Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual

design feature, the special conditions would also apply to the other model.

#### **Novel or Unusual Design Features**

The HA-420 will incorporate the following novel or unusual design features: Will operate at altitudes above 41,000 feet where the ventilation requirements in § 23.831, amendment 23-62, are inadequate above that altitude.

#### **Applicability**

As discussed above, these special conditions are applicable to the HA-420. Should Honda Aircraft Company apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, the special conditions would apply to that model as well.

#### **Conclusion**

This action affects only certain novel or unusual design features on one model of airplanes. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the airplane.

The substance of these special conditions has been subjected to the notice and comment period in several prior instances, identified above, and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. Therefore, notice and opportunity for prior public comment hereon are unnecessary and the FAA finds good

cause, in accordance with 5 U.S.C. 553(b)(3)(B) and 553(d)(3), making these special conditions effective upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

#### **List of Subjects in 14 CFR Part 23**

Aircraft, Aviation safety, Signs and symbols.

#### **Citation**

■ The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113 and 44701; 14 CFR 21.16 and 21.17; and 14 CFR 11.38 and 11.19.

#### **The Special Conditions**

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Honda Aircraft Company, HA-420 airplanes.

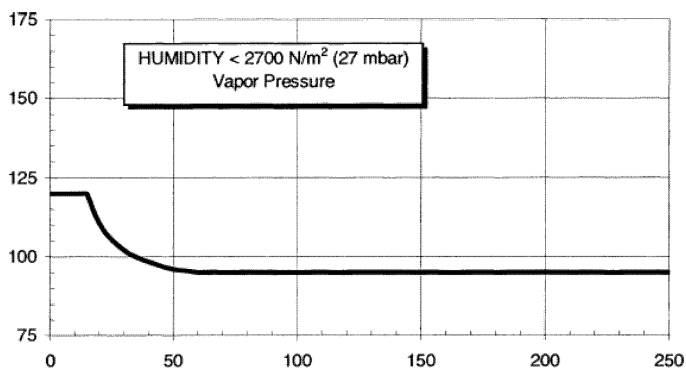
##### *1. Air Conditioning*

In addition to the requirements of § 23.831(c) through (d), amendment 23-62, the applicant must design the cabin cooling system to meet the following conditions during flight above 15,000 feet mean sea level:

a. After any probable failure, the cabin temperature-time history may not exceed the values shown in figure 1.

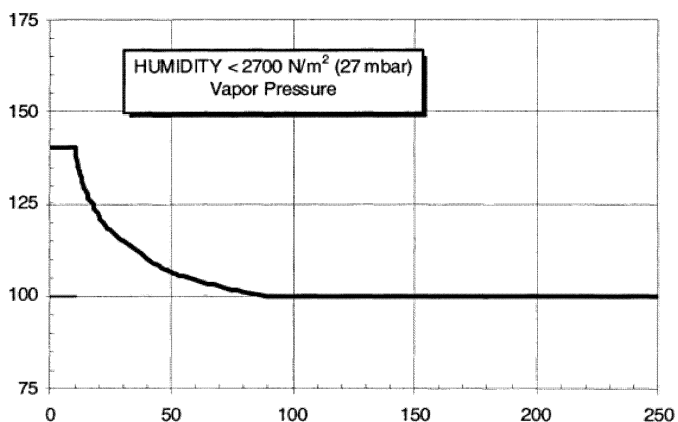
b. After any improbable failure, the cabin temperature-time history may not exceed the values shown in figure 2.

TEMPERATURE  
(°F)



TIME - TEMPERATURE RELATIONSHIP  
FIGURE 1

TEMPERATURE  
(°F)



TIME - TEMPERATURE RELATIONSHIP  
FIGURE 2

Issued in Kansas City, Missouri on August 3, 2015.

**Earl Lawrence,**  
Small Airplane Directorate, Aircraft  
Certification Service.

[FR Doc. 2015-19835 Filed 8-11-15; 8:45 am]

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**DEPARTMENT OF COMMERCE**

**National Oceanic and Atmospheric  
Administration**

**15 CFR Part 902**

**50 CFR Part 648**

[Docket No. 150401329-5659-02]

**RIN 0648-BF00**

**Fisheries of the Northeastern United  
States; Atlantic Mackerel, Squid, and  
Butterfish Fisheries; Framework  
Adjustment 9**

**AGENCY:** National Marine Fisheries  
Service (NMFS), National Oceanic and

Atmospheric Administration (NOAA),  
Commerce.

**ACTION:** Final rule.

**SUMMARY:** NMFS is implementing regulations consistent with Framework Adjustment 9 to the Atlantic Mackerel, Squid, and Butterfish Fishery Management Plan. This action will further enhance catch monitoring and address discarding catch before it has been sampled by observers (known as slippage) in the Atlantic mackerel fishery. Framework 9 implements slippage consequence measures, and a requirement that slippage events be reported via the vessel monitoring system. For allowable slippage events, due to safety, mechanical failure, or excess catch of spiny dogfish, vessels must move 15 nm (27.8 km) from the location of the slippage event. For non-allowable slippage events, due to reasons other than those listed previously, vessels must terminate their fishing trip. Slippage events have the potential to substantially affect analysis

or extrapolations of incidental catch, including river herring and shad, and these measures are designed to address this issue.

**DATES:** Effective September 11, 2015.

**ADDRESSES:** Copies of the framework document, including the Environmental Assessment (EA) and Regulatory Impact Review (RIR)/Initial Regulatory Flexibility Analysis (IRFA), are available from: Dr. Christopher M. Moore, Executive Director, Mid-Atlantic Fishery Management Council, 800 North State Street, Suite 201, Dover, DE 19901, telephone (302) 674-2331. The framework document is also accessible via the Internet at: <http://www.greateratlantic.fisheries.noaa.gov>.

Written comments regarding the burden-hour estimates or other aspects of the collection-of-information requirements contained in this final rule may be submitted to NMFS, Greater Atlantic Regional Fisheries Office and by email to [OIRA\\_Submission@omb.eop.gov](mailto:OIRA_Submission@omb.eop.gov), or fax to (202) 395-7285.