

determines contain a substantial amount of beef including those products which have been assigned one or more numbers in the Tariff Schedule of the United States.

■ 3. Amend § 1260.172 by revising paragraph (b)(2) to read as follows:

**§ 1260.172 Assessments.**

\* \* \* \* \*

(b) \* \* \*

(2) The assessment rates for imported cattle, beef, beef products, are as follows:

**IMPORTED LIVE CATTLE**

HTS No.	Assessment rate per head
0102.10.0010	\$1.00
0102.10.0020	1.00
0102.10.0030	1.00
0102.10.0050	1.00
0102.90.2011	1.00
0102.90.2012	1.00
0102.90.4024	1.00
0102.90.4028	1.00
0102.90.4034	1.00
0102.90.4038	1.00
0102.90.4054	1.00
0102.90.4058	1.00
0102.90.4062	1.00
0102.90.4064	1.00
0102.90.4066	1.00
0102.90.4068	1.00
0102.90.4072	1.00
0102.90.4074	1.00
0102.90.4082	1.00
0102.90.4084	1.00

**IMPORTED BEEF AND BEEF PRODUCTS**

HTS No.	Assessment rate per kg
0201.10.0510	.01431558
0201.10.0590	.00379102
0201.10.1010	.01431558
0201.10.1090	.00379102
0201.10.5010	.01431558
0201.10.5090	.00511787
0201.20.0200	.00530743
0201.20.0400	.00511787
0201.20.0600	.00379102
0201.20.1000	.00530743
0201.20.3000	.00511787
0201.20.5000	.00379102
0201.20.5010	.01431558
0201.20.5020	.01431558
0201.20.8090	.00379102
0201.30.0200	.00530743
0201.30.0400	.00511787
0201.30.0600	.00379102
0201.30.1000	.00530743
0201.30.3000	.00511787
0201.30.5000	.00511787
0201.30.5010	.02090075
0201.30.5020	.02090075
0201.30.8090	.00511787
0202.10.0510	.01431558
0202.10.0590	.00379102
0202.10.1010	.01431558
0202.10.1090	.00370102

**IMPORTED BEEF AND BEEF PRODUCTS—Continued**

HTS No.	Assessment rate per kg
0202.10.5010	.01431558
0202.10.5090	.00379102
0202.20.0200	.00530743
0202.20.0400	.00511787
0202.20.0600	.00379102
0202.20.1000	.00530743
0202.20.3000	.00511787
0202.20.5000	.00379102
0202.20.8000	.00379102
0202.30.0200	.00530743
0202.30.0400	.00511787
0202.30.0600	.00527837
0202.30.1000	.00530743
0202.30.3000	.00511787
0202.30.5000	.00511787
0202.30.5010	.02090075
0202.30.5020	.02090075
0202.30.8000	.00379102
0206.10.0000	.00379102
0206.21.0000	.00379102
0206.22.0000	.00379102
0206.29.0000	.00379102
0210.20.0000	.00615701
1601.00.4010	.00473877
1601.00.4090	.00473877
1601.00.6020	.00473877
1602.50.0900	.00663428
1602.50.1020	.00663428
1602.50.1040	.00663428
1602.50.2020	.00701388
1602.50.2040	.00701388
1602.50.6000	.00720293

\* \* \* \* \*

Dated: May 23, 2017.

**Bruce Summers,**

*Acting Administrator, Agricultural Marketing Service.*

[FR Doc. 2017-10986 Filed 5-26-17; 8:45 am]

**BILLING CODE 3410-02-P**

**NUCLEAR REGULATORY COMMISSION**

**10 CFR Part 72**

[NRC-2016-0254]

**RIN 3150-AJ88**

**List of Approved Spent Fuel Storage Casks: TN Americas, LLC, NUHOMS® EOS Dry Spent Fuel Storage System, Certificate of Compliance No. 1042**

**AGENCY:** Nuclear Regulatory Commission.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** The U.S. Nuclear Regulatory Commission (NRC) is confirming the effective date of June 7, 2017, for the direct final rule that was published in the *Federal Register* on March 24, 2017. The direct final rule amended the NRC's

spent fuel storage regulations by revising the "List of approved spent fuel storage casks" to add the TN Americas, LLC (TN Americas), NUHOMS® Extended Optimized Storage (EOS) Dry Spent Fuel Storage System as Certificate of Compliance (CoC) No. 1042.

**DATES: Effective Date:** The effective date of June 7, 2017, for the direct final rule published March 24, 2017 (82 FR 14987), is confirmed.

**ADDRESSES:** Please refer to Docket ID NRC-2016-0254 when contacting the NRC about the availability of information for this action. You may obtain publicly-available information related to this action by any of the following methods:

- **Federal Rulemaking Web site:** Go to <http://www.regulations.gov> and search for Docket ID NRC-2016-0254. Address questions about NRC dockets to Carol Gallagher; telephone: 301-415-3463; email: [Carol.Gallagher@nrc.gov](mailto:Carol.Gallagher@nrc.gov). For technical questions, contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.

- **NRC's Agencywide Documents Access and Management System (ADAMS):** You may obtain publicly-available documents online in the ADAMS Public Documents collection at <http://www.nrc.gov/reading-rm/adams.html>. To begin the search, select "ADAMS Public Documents" and then select "Begin Web-based ADAMS Search." For problems with ADAMS, please contact the NRC's Public Document Room (PDR) reference staff at 1-800-397-4209, 301-415-4737, or by email to [pdr.resource@nrc.gov](mailto:pdr.resource@nrc.gov). The ADAMS accession number for each document referenced (if it is available in ADAMS) is provided the first time that it is mentioned in the **SUPPLEMENTARY INFORMATION** section.

- **NRC's PDR:** You may examine and purchase copies of public documents at the NRC's PDR, Room O1-F21, One White Flint North, 11555 Rockville Pike, Rockville, Maryland 20852.

**FOR FURTHER INFORMATION CONTACT:** Edward Lohr, Office of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001; telephone: 301-415-0253; email: [Edward.Lohr@nrc.gov](mailto:Edward.Lohr@nrc.gov).

**SUPPLEMENTARY INFORMATION:** On March 24, 2017 (82 FR 14987), the NRC published a direct final rule amending § 72.214 of title 10 of the *Code of Federal Regulations* by revising the "List of approved spent fuel storage casks" to add the TN Americas NUHOMS® EOS Dry Spent Fuel Storage System as CoC No. 1042. The NUHOMS® EOS System provides

horizontal storage of high burnup spent pressurized water reactor (PWR) and boiling water reactor (BWR) fuel assemblies in dry shielded canisters (DSCs). The new PWR and BWR DSCs are the EOS-37PTH DSC and the EOS-89BTH DSC, respectively.

In the direct final rule, the NRC stated that if no significant adverse comments were received, the direct final rule would become effective on June 7, 2017. As described more fully in the direct final rule, a significant adverse comment is a comment where the commenter explains why the rule would be inappropriate, including challenges to the rule's underlying premise or approach, or would be ineffective or unacceptable without a change. Because no significant adverse comments were received, the direct final rule will become effective as scheduled.

The final CoC, technical specifications, and the final Safety Evaluation Report for CoC No. 1042 are available in ADAMS under Package Accession No. ML17116A277.

Dated at Rockville, Maryland, this 24th day of May 2017.

For the Nuclear Regulatory Commission.

**Cindy Bladey,**

*Chief, Rules, Announcements, and Directives Branch, Division of Administrative Services, Office of Administration.*

[FR Doc. 2017-11064 Filed 5-26-17; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 29

[Docket No. FAA-2017-0466; Special Conditions No. 29-041-SC]

#### **Special Conditions: Bell Helicopter Textron Inc. (Bell) Model 412EP Helicopter in the 412 EPI Configuration; Search and Rescue (SAR) With Automatic Flight Control System (AFCS) Installation**

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

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

**SUMMARY:** These special conditions are issued for the Bell Model 412EP (412EPI configuration) helicopter. This helicopter as modified by Bell will have a novel or unusual design feature associated with a SAR AFCS. The applicable airworthiness standards do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the

additional safety standards the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** These special conditions are effective June 29, 2017. We must receive your comments by July 31, 2017.

**ADDRESSES:** Send comments identified by docket number [FAA-2017-0466] 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:* Deliver comments to the "Mail" address 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:* You can read the background documents or comments received at <http://www.regulations.gov>. Follow the online instructions for accessing the docket or go to the Docket Operations in Room @12-140 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:** George Harrum, Flight Analyst, FAA, Rotorcraft Directorate, Regulations and Policy Group, (ASW-111), 10101 Hillwood Parkway, Fort Worth, Texas 76177; telephone (817) 222-4087; email [George.Harrum@faa.gov](mailto:George.Harrum@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Reason for No Prior Notice and Comment Before Adoption**

The substance of these special conditions has been subjected to the notice and comment period previously 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, the FAA has determined that prior public notice and comment are unnecessary, impracticable, and contrary to the public interest, and finds good cause exists for adopting these special conditions 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.

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

#### **Background and Discussion**

On March 20, 2015, Bell applied for a supplemental type certificate (STC) for installation of an optional SAR AFCS in certain Model 412EP helicopters. The Model 412EP helicopter, approved under Type Certificate No. H4SW, is a 14 CFR part 29 transport category helicopter certificated in both Category A and Category B and for operation under instrument flight rules under the requirements of Appendix B to Part 29. Bell designated certain serial-numbered Model 412EP helicopters for a specific configuration commercially identified as "412EPI." The 412 EPI configuration includes the following changes from the 412EP: Installation of the Pratt & Whitney Canada Model PT6T-9 Twin Power Section Turboshift Engine with Electronic Engine Control, and cockpit instruments and avionics replacement with the Bell BasiX-Pro® Integrated Avionics System. This rotorcraft has a maximum take-off weight of 12,200 pounds. It carries up to 13 passengers with maximum external load of almost 6,614 lbs. and a range up to 609 miles.

The use of dedicated AFCS upper modes, in which a fully coupled autopilot provides operational SAR profiles, is needed for SAR operations conducted over water in offshore areas clear of obstructions. The SAR modes enable the helicopter pilot to fly fully