

Paperwork Relief Act of 2002, Public Law 107–198, *see* 44 U.S.C. 3506(c)(4).

B. Final Regulatory Flexibility Act Certification

3. The Regulatory Flexibility Act of 1980, as amended (RFA) requires that a regulatory flexibility analysis be prepared for rulemaking proceedings, unless the agency certifies that “the rule will not have a significant economic impact on a substantial number of small entities.” The RFA generally defines “small entity” as having the same meaning as the terms “small business,” “small organization,” and “small governmental jurisdiction.” In addition, the term “small business” has the same meaning as the term “small business concern” under the Small Business Act. A small business concern is one which: (1) Is independently owned and operated; (2) is not dominant in its field of operation; and (3) satisfies any additional criteria established by the Small Business Administration (SBA). Because the implementation of this provision entails no exercise of our administrative discretion, notice and comment procedures are unnecessary and, therefore, the Final RFA does not apply.

C. Congressional Review Act

4. The Commission will send a copy of this MO&O to Congress and the Government Accountability Office, pursuant to the Congressional Review Act, *see* 5 U.S.C. 801(a)(1)(A).

III. Ordering Clauses

5. Accordingly, *it is ordered* that, pursuant to sections 1, 2, 4(i)–(j), 201(b), and 254 of the Communications Act of 1934, as amended, 47 U.S.C. 151, 152, 154(i)–(j), 201(b), 254, and the Frank R. Lautenberg Chemical Safety for the 21st Century Act, Title II—Rural Healthcare Connectivity, Public Law 114–182, sec. 202, this MO&O *is adopted*.

6. *It is further ordered* that Part 54 of the Commission’s rules, 47 CFR part 54, is *amended*, and such rule *shall become effective* June 21, 2017, pursuant to 5 U.S.C. 553(d)(3) and § 54.600(a) of the Commission’s rules, 47 CFR 54.600(a).

Federal Communications Commission.

Marlene H. Dortch,
Secretary.

Final Rule

For the reasons discussed in the preamble, the Federal Communications Commission amends 47 CFR part 54 as follows:

PART 54—UNIVERSAL SERVICE

■ 1. The authority citation for part 54 continues to read as follows:

Authority: 47 U.S.C. 151, 154(i), 201, 205, 214, and 254 unless otherwise noted.

■ 2. Amend § 54.600 by revising paragraph (a)(6), redesignating paragraph (a)(7) as (a)(8), adding new paragraph (a)(7), and revising newly redesignated paragraph (a)(8) to read as follows:

§ 54.600 Terms and definitions.

* * * * *

(a) * * *

- (6) Rural health clinic;
- (7) Skilled nursing facility; or
- (8) Consortium of health care

providers consisting of one or more entities described in paragraphs (a)(1) through (7) of this section.

* * * * *

[FR Doc. 2017–12879 Filed 6–20–17; 8:45 am]

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FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 101

[WT Docket No. 09–114; RM–11417; FCC 10–109]

Amendment of the Commission’s Rules To Accommodate 30 Megahertz Channels in the 6525–6875 MHz Band; and To Provide for Conditional Authorization on Additional Channels in the 21.8–22.0 GHz and 23.0–23.2 GHz Band

AGENCY: Federal Communications Commission.

ACTION: Correcting amendments.

SUMMARY: The Federal Communications Commission (FCC) published a document in the **Federal Register** on July 19, 2010 (75 FR 41767), revising Commission rules. This document was subsequently corrected by the FCC in the **Federal Register** published on August 3, 2010 (75 FR 45496). Both documents inadvertently failed to add footnote 2 to the correct entries in the table in § 101.147(s)(7). In addition, certain entries are incorrect. This document corrects the final regulations by revising this section.

DATES: Effective June 21, 2017.

ADDRESSES: Federal Communications Commission, 445 12th Street SW., Washington, DC 20554.

FOR FURTHER INFORMATION CONTACT: John Schauble, Wireless Telecommunications Bureau, Broadband Division, at 202–418–0797 or by email to John.Schauble@fcc.gov.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission’s *Report and Order (R&O)*, FCC 10–109, adopted on June 7, 2010, and released on June 11, 2010, and published in the **Federal Register** on July 19, 2010 (75 FR 41767). Subsequently, this document was corrected by FCC’s Erratum, published in the **Federal Register** on August 3, 2010 (75 FR 45496). This document augments the corrections which were published in both publications in the **Federal Register** on July 19, 2010 and on August 3, 2010.

List of Subjects in 47 CFR Part 101

Communications equipment, Radio, Reporting and recordkeeping requirements.

Federal Communications Commission.

Marlene H. Dortch,
Secretary.

Accordingly, 47 CFR part 101 is corrected by making the following correcting amendments:

PART 101—FIXED MICROWAVE SERVICES

■ 1. The authority citation for part 101 continues to read as follows:

Authority: 47 U.S.C. 154, 303.

■ 2. In § 101.147, amend the table in paragraph (s)(7) as follows:

■ a. In the eighth row from the bottom of the table, add note² at the end of entries “22025” and “23225”.

■ b. In the seventh row from the bottom of the table, add note² at the end of entries “22075” and “23275”.

■ c. In the fourth row from the bottom of the table, correct the entries “22025²” and “23225²” to read as “22225” and “23425”.

■ d. In the third row from the bottom of the table, correct the entries “22075²” and “23275²” to read as “22275” and “23475”.

§ 101.147 Frequency Assignments.

* * * * *

(s) * * *

* * * * *

	Transmit (receive) (MHz)	Receive (transmit) (MHz)
	*	*
(7) 50 MHz bandwidth channels:		
	*	*
22025 ²		23225 ²
22075 ²		23275 ²

Transmit (receive) (MHz)	Receive (transmit) (MHz)
* * * *	*
22225	23425
22275	23475
* * * *	*

² These frequencies may be assigned to low power systems, as defined in paragraph (8) of this section.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 541

[Docket No. NHTSA-2016-0073]

Final Theft Data; Motor Vehicle Theft Prevention Standard

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Publication of 2014 final theft data.

SUMMARY: This document publishes the final data on thefts of model year (MY) 2014 passenger motor vehicles that occurred in calendar year (CY) 2014, including theft rates for existing passenger motor vehicle lines manufactured in model year (MY) 2014.

DATES: *Effective date:* June 21, 2017.

FOR FURTHER INFORMATION CONTACT: Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, 1200 New Jersey Avenue SE., Washington, DC 20590. Ms. Mazyck's telephone number is (202)

366-4139. Her fax number is (202) 493-2990.

SUPPLEMENTARY INFORMATION: NHTSA administers a program for reducing motor vehicle theft. The central feature of this program is the Federal Motor Vehicle Theft Prevention Standard, 49 CFR part 541. The standard specifies performance requirements for inscribing and affixing vehicle identification numbers (VINs) onto certain major original equipment and replacement parts of high-theft lines of passenger motor vehicles.

The agency is required by 49 U.S.C. 33104(b)(4) to periodically obtain, from the most reliable source, accurate and timely theft data and publish the data for review and comment. To fulfill this statutory mandate, NHTSA has published theft data annually beginning with MYs 1983/84. Continuing to fulfill the section 33104(b)(4) mandate, this document reports the final theft data for CY 2014, the most recent calendar year for which data are available.

In calculating the 2014 theft rates, NHTSA followed the same procedures it used in calculating the MY 2013 theft rates. (For 2013 theft data calculations, see 80 FR 72929, November 23, 2015). As in all previous reports, NHTSA's data were based on information provided to NHTSA by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a government system that receives vehicle theft information from nearly 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The 2014 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 2014

vehicles of that line stolen during calendar year 2014 by the total number of vehicles in that line manufactured for MY 2014, as reported to the Environmental Protection Agency (EPA).

The final 2014 theft data show a slight decrease in the vehicle theft rate when compared to the theft rate experienced in MY/CY 2013. The final theft rate for MY 2014 passenger vehicles stolen in calendar year 2014 decreased to 1.1512 thefts per thousand vehicles produced, a decrease of 0.43 percent from the rate of 1.1562 thefts per thousand vehicles experienced by MY 2013 vehicles in CY 2013.

For MY 2014 vehicles, out of a total of 235 vehicle lines, five lines had a theft rate higher than 3.5826 per thousand vehicles, the established median theft rate for MYs 1990/1991. (See 59 FR 12400, March 16, 1994). Of the five vehicle lines with a theft rate higher than 3.5826, four are passenger car lines, one is a multipurpose passenger vehicle line, and none are light-duty truck lines.

The MY 2014 theft rate reduction is consistent with the general decreasing trend of theft rates over the past several years as indicated by Figure 1. A statistical compilation of stolen vehicle data from various vehicle theft monitoring agencies show that passenger motor vehicle theft is trending downward. A similar decreasing trend in vehicle thefts was reported in the FBI 2014 Uniform Crime Report showing a 1.5% reduction in motor vehicle thefts (automobiles, trucks, buses and other vehicles) from 2013 to 2014. Overall, as indicated by Figure 1, theft rates have continued to show a downward trend since MY/CY 1993, with periods of very moderate increases from one year to the next.