

**DATES:** As of June 27, 2017, the special conditions published on October 31, 2014, at 79 FR 64666, are withdrawn.

**FOR FURTHER INFORMATION CONTACT:** Tara Fitzgerald, ANE-112, Engine and Propeller Directorate, Aircraft Certification Service, 1200 District Avenue, Burlington, Massachusetts, 01803-5213; telephone (781) 238-7130; facsimile (781) 238-7199; email [Tara.Fitzgerald@faa.gov](mailto:Tara.Fitzgerald@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

On April 19, 2011, SNECMA, now known as Safran Aircraft Engines (SAE) applied for a new type certificate for the Silvercrest-2 SC-2D engine model. At that time, the Silvercrest-2 SC-2D engine model was to have a novel or unusual design feature when compared to the state of technology described in the airworthiness standards for aircraft engines. The design feature included an additional takeoff rating for the Silvercrest-2 SC-2D engine model, named "Rated 10-Minute One Engine Inoperative Takeoff Thrust at High Ambient Temperature" (Rated 10-Minute OEI TOTHAT). It was intended to maintain the takeoff thrust in certain high ambient temperature conditions for a maximum of 10 minutes with one engine inoperative (OEI).

**Reason for Withdrawal**

The FAA is withdrawing Notice No. 33-014-01-SC because of concerns raised over the sufficiency of the "Rated 10-Minute OEI TOTHAT" special condition to meet the Automatic Takeoff Thrust Control System (ATTCS) design requirement specified in Title 14, Code of Federal Regulations (14 CFR) part 25, section 125.5(b)(2).

The proposed takeoff rating was for use during OEI events that occur during takeoff in high ambient temperature conditions, up to 5 degrees Celsius hotter than the rated takeoff corner point. The assumptions for this rating are no longer valid and the "Rated 10-Minute OEI TOTHAT" is not needed.

**Conclusion**

This withdrawal does not preclude the FAA from issuing another notice on the subject matter in the future or committing the agency to any future course of action.

Issued in Burlington, Massachusetts, on June 13, 2017.

**Carlos A. Pestana,**

*Acting Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2017-12937 Filed 6-26-17; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 33**

[Docket No. FAA-2014-0376; Notice No. 33-014-01-SC]

**Special Conditions: SNECMA, Silvercrest-2 SC-2D; Rated 10-Minute One Engine Inoperative Takeoff Thrust at High Ambient Temperature; Withdrawal**

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

**ACTION:** Final special conditions, withdrawal.

**SUMMARY:** The FAA is withdrawing previously published special conditions for the Silvercrest-2 SC-2D engine model. We are requesting the withdrawal because the "Rated 10-Minute One Engine Inoperative Takeoff Thrust at High Ambient Temperature (Rated 10-Minute OEI TOTHAT)" is not needed.

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Issued in Burlington, Massachusetts, on June 13, 2017.

**Carlos A. Pestana,**

*Acting Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2017-12939 Filed 6-26-17; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF COMMERCE**

**National Institutes of Standards and Technology**

**15 CFR Part 290**

[Docket No.: 170526519-7519-01]

**RIN 0693-AB64**

**Hollings Manufacturing Extension Partnership—Amendments to the Terms and Schedule of Financial Assistance**

**AGENCY:** National Institute of Standards and Technology (NIST), United States Department of Commerce.

**ACTION:** Final rule.

**SUMMARY:** NIST is issuing a final rule to amend the regulations governing the Hollings Manufacturing Extension Partnership (MEP) program to reflect the current cost sharing requirements for cooperative agreements for the establishment and operation of MEP Centers, consistent with recent amendments to the MEP authorizing statute. Under the revised statute, NIST may provide up to 50 percent of the capital and annual operating and maintenance funds required to establish and support an MEP Center. The regulations are also being amended to remove other cost sharing rules that are not required by the MEP authorizing statute or current program policies.

**DATES:** This rule is effective June 27, 2017.

**FOR FURTHER INFORMATION CONTACT:**

Anne-Louise Marquis, at (301) 975-3944 or [anne-louise.marquis@nist.gov](mailto:anne-louise.marquis@nist.gov).

**SUPPLEMENTARY INFORMATION:****I. Background**

The Hollings MEP Program (Program) is a unique program, consisting of centers in each state and Puerto Rico with partnerships at the state, federal, and local levels. Prior to being amended by Section 501(b) of the American Innovation and Competitiveness Act (AICA), Public Law 114-329, the Program statute, 15 U.S.C. 278k, required that NIST provide less than 50 percent of the capital and annual operating and maintenance funds of an MEP Center beginning in the fourth year of a cooperative agreement. The revised statute allows NIST to provide up to 50 percent of the capital and annual operating and maintenance funds required to establish and support an MEP Center. NIST is amending the MEP regulations, specifically 15 CFR 290.4, to implement the revised statute and to eliminate certain limitations on the amounts and sources of MEP Center cost share that are not required by 15 U.S.C. 278k and that do not reflect current MEP Program cost sharing policies.

**II. Statutory Authority**

NIST is revising 15 CFR 290.4 to ensure it is fully consistent with recent statutory changes to 15 U.S.C. 278k(e)(2) made by section 501(b) of AICA, and to ensure that the cost sharing requirements in 15 CFR 290.4 are consistent with the cost sharing requirements for financial assistance awards contained in 2 CFR part 200 and with current MEP Program cost sharing policies.

**III. Regulatory Analysis**

Because this final rule is a matter relating to public property, loans, grants, benefits, or contracts, 5 U.S.C. 553 does not apply. See 5 U.S.C. 553(a)(2). Therefore, prior notice and opportunity for public comment are not required under 5 U.S.C. 553, and there is no requirement for a 30-day delay in the effectiveness of this action under 5 U.S.C. 553(d).

*Executive Order 12866*

This final rule was determined to be not significant for purposes of Executive Order 12866.

*Executive Order 13132*

This final rule does not contain policies with Federalism implications as defined in Executive Order 13132.

*Regulatory Flexibility Act*

Because prior notice and opportunity for public comment are not required for this rule by 5 U.S.C. 553, or any other law, the analytical requirements of the Regulatory Flexibility Act, 5 U.S.C. 601 *et seq.*, do not apply.

*Paperwork Reduction Act*

This proposed rule contains no new collection of information subject to the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.*

*National Environmental Policy Act*

This final rule will not significantly affect the quality of the human environment. Therefore, an environmental assessment or Environmental Impact Statement is not required to be prepared under the National Environmental Policy Act of 1969.

**List of Subjects in 15 CFR Part 290**

Grant programs, Science and technology, Cooperative agreements.

For the reasons stated in the preamble, NIST is amending 15 CFR part 290 as follows:

**PART 290—REGIONAL CENTERS FOR THE TRANSFER OF MANUFACTURING TECHNOLOGY**

- 1. The authority citation for 15 CFR part 290 continues to read as follows:

**Authority:** 15 U.S.C. 278k.

- 2. Revise § 290.4 to read as follows:

**§ 290.4 Terms and schedule of financial assistance.**

The Secretary may provide up to 50 percent of the capital and annual operating and maintenance funds required to establish and support an MEP Center.

**Phillip A. Singerman,**

*Associate Director for Innovations and Industry Services.*

[FR Doc. 2017-13423 Filed 6-26-17; 8:45 am]

**BILLING CODE 3510-13-P**

**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 117**

[Docket No. USCG-2017-0473]

RIN 1625-AA09

**Drawbridge Operation Regulation; Cerritos Channel, Long Beach, CA**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is removing the operating schedule that governs the Commodore Schuyler F. Heim highway bridge, mile 4.9, across the Cerritos Channel, at Long Beach, California. The drawbridge has been removed from the waterway making the operating regulation no longer necessary.

**DATES:** This rule is effective June 27, 2017.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type [USCG-2017-0473]. In the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rulemaking.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email Carl T. Hausner, Chief, Bridge Section, Eleventh Coast Guard District; telephone 510-437-3516, email [Carl.T.Hausner@uscg.mil](mailto:Carl.T.Hausner@uscg.mil).

**SUPPLEMENTARY INFORMATION:****I. Table of Abbreviations**

CFR Code of Federal Regulations  
DHS Department of Homeland Security  
E.O. Executive Order  
FR Federal Register  
NPRM Notice of proposed rulemaking  
Pub. L. Public Law  
§ Section  
U.S.C. United States Code

**II. Background Information and Regulatory History**

The Coast Guard is issuing this final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under 5 U.S.C. 553(b), the Coast Guard finds that good cause exists for not publishing a NPRM with respect to this rule because the Commodore Schuyler F. Heim highway bridge, that once required draw operations in 33 CFR 117.147(a), has been removed from the waterway. Therefore, the regulation is no longer necessary or applicable and shall be removed from publication. It is unnecessary to publish an NPRM because this regulatory action does not purport to place any restrictions on mariners but rather removes restrictions that have no further use or value.

We are issuing this rule under 5 U.S.C. 553(d)(3), the Coast Guard finds