

Description of Relief Sought: To fully comply with the regulations for unusable fuel supply and flightcrew altering, a design improvement is needed to prevent an erroneous "Center Fuel Low" advisory message. A software update is required to correct the erroneous display of the message of the center fuel quantities above the level where center fuel pumps should be selected off. A time-limited exemption is sought to correct the issue without delay to the Boeing Model 767–2C certification. The exemption would be limited to a period ending on December 31, 2019.

[FR Doc. 2017–22407 Filed 10–16–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of Unified Carrier Registration Plan Board of Directors Meeting.

TIME AND DATE: The meeting will be held on October 26, 2017, from 12:00 Noon to 3:00 p.m. Eastern Daylight Time.

PLACE: This meeting will be open to the public via conference call. Any interested person may call 1–877–422–1931, passcode 2855443940, to listen and participate in this meeting.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and, to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827–4565.

Issued on: October 12, 2017.

Larry W. Minor,

Associate Administrator, Office of Policy, Federal Motor Carrier Safety Administration.

[FR Doc. 2017–22580 Filed 10–13–17; 11:15 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2017–0086]

Automated Driving Systems: Voluntary Safety Self-Assessments; Public Workshop

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

ACTION: Notice of public workshop.

SUMMARY: On September 12, 2017, NHTSA published *Automated Driving Systems 2.0: A Vision for Safety*. This voluntary guidance encourages entities involved in the testing and deployment of Automated Driving Systems on public roads to document for themselves how they are addressing safety. Further, the Guidance recommends that these same entities summarize their assessments and make it available to the public via Voluntary Safety Self-Assessments. NHTSA is announcing a public workshop to support entities that wish to make their self-assessment publicly available. The Agency emphasizes that the workshop is not intended to be a tutorial for a prescriptive document. NHTSA hopes to hear from entities if there are any challenges that would make it difficult for an entity to publicly disclose any portion of a Voluntary Safety Self-Assessment in a summary document, and discuss how those challenges might be overcome or mitigated. To provide the most benefit, this workshop will encourage active, focused participation.

DATES: NHTSA will hold the public workshop on October 20, 2017, from 10 a.m. to 3 p.m., Eastern Standard Time. Check-in will begin at 9 a.m. Attendees should arrive early enough to enable them to go through security by 9:50 a.m. The formal docket comment period will close on December 18, 2017, but the Agency will continue to accept comments to the docket.

ADDRESSES: The public workshop will be held at DOT Headquarters, located at 1200 New Jersey Avenue SE., Washington, DC 20590 (Green Line Metro station at Navy Yard) in the [Oklahoma City Conference Room]. This facility is accessible to individuals with disabilities.

FOR FURTHER INFORMATION CONTACT: If you have questions about the public workshop, please contact NHTSA staff at av_info_nhtsa@dot.gov or Debbie Sweet at 202–366–7179.

SUPPLEMENTARY INFORMATION: Registration is necessary for all

attendees. Attendees should register online at https://docs.google.com/forms/d/e/1FAIpQLSeLcUn2Dw2fNWEa8f9zWh7NkleQgNv5GreVaP_I_Rv_sb6X8w/viewform?usp=sf_link by October 17, 2017. Please provide your name, email address, and affiliation. Also indicate whether you plan to participate actively in the workshop (speaking would be limited to 5 minutes per agenda topic), and whether you require accommodations such as a sign language interpreter. Space is limited, so advanced registration is highly encouraged.

Docket: Docket NHTSA–2017–0086 is available for members of the public to submit written comments regarding the Voluntary Safety Self-Assessment as laid out in *Automated Driving Systems 2.0: A Vision for Safety*. The formal docket comment period will close on December 18, 2017, but the Agency will continue to accept comments to the docket. For access to the docket, go to <http://www.regulations.gov> at any time or to 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202–366–9826.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78), by visiting <http://www.dot.gov/privacy.html>.

Background

On September 20, 2016, NHTSA released and published for comment the *Federal Automated Vehicles Policy*. The comment period officially closed on November 22, 2016, but comments were considered through February 16, 2017. NHTSA analyzed the docket comments, public meeting proceedings and other stakeholder discussions, Congressional hearings, and State activities and published on September 12, 2017, *Automated Driving Systems 2.0: A Vision for Safety*.¹ This notice focuses on Section I of that document.

Section 1: Voluntary Guidance for Automated Driving Systems (Voluntary Guidance) provides recommendations and suggestions for industry's

¹ Available at https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/13069a-ads2.0_090617_v9a_tag.pdf.

consideration and discussion. This Voluntary Guidance includes no compliance requirement or enforcement mechanism. The purpose of this Voluntary Guidance is to support the industry as it develops best practices in the design, development, testing, and deployment of automated vehicle technologies. It is a non-regulatory approach to the safety of Automated Driving Systems (ADS) (SAE International automation Levels 3 through 5—Conditional, High, and Full Automation Systems).

NHTSA offers the Voluntary Guidance to help designers of ADSs analyze, identify, and resolve safety considerations prior to deployment using their own industry and other best practices. The Voluntary Guidance outlines 12 safety elements which the Agency believes represent the consensus across the industry, that are generally considered to be the most salient design aspects to consider and address when developing, testing, and deploying ADSs on public roadways. Among these elements are vehicle cybersecurity, human machine interface, crashworthiness, consumer education and training, and post-crash ADS behavior. Within each safety design element, entities are encouraged to consider and document their use of industry standards, best practices, company policies, or other methods they have employed to provide for increased system safety in real-world conditions.

In addition, the Voluntary Guidance encourages entities engaged in testing and deployment to prepare and publicly disclose Voluntary Safety Self-Assessments of their systems demonstrating their varied approaches to achieving safety. The Voluntary Safety Self-Assessment is intended to communicate to the public (particularly States and consumers) that entities are:

- (1) Considering the safety aspects of ADSs;
- (2) communicating and collaborating with DOT;
- (3) encouraging the self-establishment of industry safety norms for ADSs; and
- (4) building public trust, acceptance, and confidence through transparent testing and deployment of ADSs.

It also allows companies an opportunity to showcase their approach to safety, without needing to reveal proprietary intellectual property. NHTSA expects much of the work associated with the consideration of the 12 safety elements in the Voluntary Guidance to be an extension of good and safe engineering practices already in place within an entity, therefore entities will have access to all the information

needed to craft a Voluntary Safety Self-Assessment if they so choose. NHTSA envisions the Voluntary Safety Self-Assessments would contain concise summary information on these practices.

Public Workshop Details

With new information in the safety elements and a new means for disclosing an assessment summary to the public provided in *Automated Driving Systems 2.0: A Vision for Safety*, NHTSA is holding a public workshop to engage stakeholders and assist entities as they develop a Voluntary Safety Self-Assessment as well as clarify and address concerns for those entities looking to disclose such information to the public.

The public workshop will include representatives from entities developing a Voluntary Safety Self-Assessment, States looking to review Voluntary Safety Self-Assessments, members of the public interested in reading the Voluntary Safety Self-Assessments to understand the steps taken to address the safety of ADSs, and other Voluntary Safety Self-Assessment users. The open discussion among these interested parties will serve to assist in the development of the most broadly beneficial Voluntary Safety Self-Assessment. Discussion at the workshop will include:

- (1) How entities might summarize efforts they already undertake in addressing the safety elements provided in the *Voluntary Guidance*;
- (2) challenges entities face in developing their summary statements for the Voluntary Safety Self-Assessment and the means to overcome them;
- (3) information helpful to stakeholders looking to use the Voluntary Safety Self-Assessment; and
- (4) methods by which an entity may publicly disclose the Voluntary Safety Self-Assessment.

A template of the types of summary information an entity might provide in a Voluntary Safety Self-Assessment is provided below. The example is being provided as an effort to offer assistance in the development of a Voluntary Safety Self-Assessment and to guide discussion during the public workshop. This template illustrates the type of summary information that may be provided for the safety element of Crashworthiness, just one of the 12 safety elements presented in the Voluntary Guidance. The details in the template are based on a fictitious vehicle and provided for illustration, guidance, and discussion purposes only. This fictitious vehicle is one that has

received necessary exemptions from NHTSA. It is a Level 4 ride-share vehicle with four seats and two large doors. We are providing one safety element example for the template, however all safety elements are open for discussion at the public workshop. Stakeholders are encouraged to review this information and determine how this aligns with their ideas regarding the development of a Voluntary Safety Self-Assessment.

Crashworthiness

Structural Integrity

- Summary of crash simulation scenarios, component testing, and physical tests.
- Summary of bench marks for testing.

Protection of Occupants in the Vehicle

- Summary information about how the vehicle design leverages industry best practices and internal standards for crashworthiness.
 - If the vehicle contains a non-traditional seating configuration, include summary information related to the following:
 - Protection for the occupants expected to use the vehicle.
 - Testing and countermeasures related to crash impact protection and the impact directions considered.
 - If appropriate, discussion of methods related to rollover protection.
 - If the vehicle will transport children (those under age 12), a summary of child passenger safety measures to address:
 - Child occupant detection and accommodations;
 - Car seat use: Anchors, tethers, designated seat locations; and
 - Booster seat use and designated seat locations.

Protection of Other Road Users

- Summary information of how the vehicle considers crash forces from other road vehicles or the infrastructure.
- Summary information of how the vehicle seeks to mitigate injuries to pedestrians and other vulnerable road users.

The public workshop is formatted for active participation and open discussion. The intention is to seek input from stakeholders to provide the greatest assistance to entities to develop a Voluntary Safety Self-Assessment. NHTSA will begin the workshop with a presentation of the safety elements included in the *Automated Driving Systems 2.0: A Vision for Safety*, the Voluntary Safety Self-Assessment and its content, and the template provided

in this notice. Participants should be prepared to discuss their reaction to the template. Further discussion at the public workshop may include other safety elements as well as public disclosure of the Voluntary Assessment.

NHTSA will conduct the public workshop informally; thus, technical rules of evidence will not apply. We will arrange for a written transcript of the workshop. You may make arrangements for copies of the transcripts directly with the court reporter. The transcript will also be posted in the docket when it becomes available.

Should it be necessary to cancel the workshop due to inclement weather or other emergency, NHTSA will take all available measures to notify registered participants.

Draft Workshop Agenda

9–10 a.m. Arrival/Check-In through Security
 10–10:10 a.m. Welcome/Important Notices
 10:10–10:30 a.m. NHTSA Presentation
 10:30–12 a.m. Presentation by Stakeholder Representatives
 12 a.m.–1 p.m. Lunch (not provided)
 1–1:45 p.m. Open Discussion Regarding Challenges to Disclosure
 1:45–2:30 p.m. Open Discussion Regarding Approaches to Public Disclosure
 2:30–2:50 p.m. Open Discussion
 2:50–3 p.m. Closing Remarks/Adjourn

Issued in Washington, DC, under authority delegated by 49 CFR 1.95.

Nathaniel Beuse,

Associate Administrator for Vehicle Safety Research.

[FR Doc. 2017–22058 Filed 10–16–17; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Information Collection; Comment Request

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Internal Revenue Service, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on continuing information collections, as required by the Paperwork Reduction Act of 1995.

DATES: Written comments should be received on or before December 18, 2017 to be assured of consideration.

ADDRESSES: Direct all written comments to L. Brimmer, Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW., Washington, DC 20224, or at Elaine.H.Christophe@irs.gov.

Please send separate comments for each specific information collection listed below. You must reference the information collection's title, form number, reporting or record-keeping requirement number, and OMB number (if any) in your comment. Requests for additional information, or copies of the information collection and instructions, or copies of any comments received, contact Elaine Christophe, at Internal Revenue Service, Room 6526, 1111 Constitution Avenue NW., Washington, DC 20224, or through the internet, at Elaine.H.Christophe@irs.gov.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Internal Revenue Service, as part of their continuing effort to reduce paperwork and respondent burden, invite the general public and other Federal agencies to take this opportunity to comment on these continuing information collections listed below in this notice, as required by the Paperwork Reduction Act of 1995.

Request for Comments: Comments submitted in response to this notice will be summarized and/or included in our request for Office of Management and Budget (OMB) approval of the relevant information collection. All comments will become a matter of public record. Please do not include any confidential or inappropriate material in your comments. We invite comments on: (a) Whether the collection of information is necessary for the proper performance of the agency's functions, including whether the information has practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide the requested information. The IRS is seeking comments concerning the following forms, and reporting and record-keeping requirements:

1. **Title:** Request for Change in Plan/Trust Year.

OMB Number: 1545–0201.

Form Number: 5308.

Abstract: Form 5308 is used to request permission to change the plan or trust year for a pension benefit plan. The information submitted is used in determining whether IRS should grant permission for the change.

Current Actions: There are no changes being made to the form at this time.

Type of Review: Extension of a currently approved collection.

Affected Public: Business or other for-profit organizations.

Estimated Number of Respondents: 480.

Estimated Time per Respondent: 42 minutes.

Estimated Total Annual Burden Hours: 339.

2. **Title:** Disclosure of Tax Return Information for Purposes of Quality or Peer Reviews, Disclosure of Tax Return Information Due to Incapacity or Death of Tax Return Preparer.

OMB Number: 1545–1209.

Regulation Project Number: TD 8383 (Final).

Abstract: These regulations govern the circumstances under which tax return information may be disclosed for purposes of conducting quality or peer reviews, and disclosures that are necessary because of the tax return preparer's death or incapacity.

Current Actions: There is no change to this existing regulation.

Type of Review: Extension of currently approved collection.

Affected Public: Business or other for-profit organizations.

Estimated Number of Respondents: 250,000.

Estimated Time per Respondent: 1 hour.

Estimated Total Annual Burden Hours: 250,000.

3. **Title:** Limitations on Credit or Refund.

OMB Number: 1545–1649.

Revenue Procedure Number: Revenue Procedure 99–21.

Abstract: Generally, under section 6511(a), a taxpayer must file a claim for credit or refund of tax within three years after the date of filing a tax return or within two years after the date of payment of the tax, whichever period expires later. Under section 6511(h), the statute of limitations on claims for credit or refund is suspended for any period of an individual taxpayer's life during which the taxpayer is unable to manage his or her financial affairs because of a medically determinable mental or physical impairment, if the impairment can be expected to result in death, or has lasted (or can be expected to last) for a continuous period of not less than 12 months.