

the 1 o'clock through 11 o'clock position. It is recommended to use backlighting to see gaps. If gaps between the outer band and the v-retainer coupling segments are found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(v) Visually inspect the bend radii of the coupling v-retainer coupling segments for cracks. Inspect the radii throughout the length of the segment. See figure 1 to paragraphs (k)(1)(iii) and (v) of this AD. If any cracks are found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(vi) Visually inspect the outer band opposite the t-bolt for damage (distortion, creases, bulging, or cracks), which may be caused from excessive spreading of the coupling during installation and/or removal. If any damage is found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(2) If the removed exhaust tailpipe v-band coupling passes all of the inspection steps listed in paragraphs (k)(1)(i) through (vi) of this AD, you may re-install the same v-band coupling. After the coupling is re-installed and torqued as specified in Replacement of the V-Band Coupling, paragraph (i) of this AD, verify there is space between each v-retainer coupling segment below the t-bolt. If there is no space between each v-retainer coupling segment below the t-bolt, before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(3) The inspections required in paragraphs (k)(1) and (2) of this AD only apply to re-installing the same exhaust tailpipe v-band coupling that was removed as specified in paragraph (j) of this AD. It does not apply to installation of a new v-band coupling. These inspections do not terminate the 500-hour TIS repetitive replacement of the v-band coupling and do not restart the hours TIS for the repetitive replacement of the v-band coupling.

(4) As of the effective date of this AD, do not install a used exhaust tailpipe v-band coupling on the airplane except for the reinstallation of the inspected exhaust tailpipe v-band coupling that was removed as specified in paragraphs (j) and (k) of this AD.

#### (l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. The Manager, Chicago ACO Branch, FAA, has the authority to approve AMOCs concerning STC SA1035WE, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly

to the manager of the Wichita ACO Branch, send it to the attention of the person identified in paragraph (m) of this AD. If sending information directly to the manager of the Chicago ACO Branch, send it to the attention of John Tallarovic, Aerospace Engineer, AIR-7C3 Chicago ACO Branch, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; telephone: (847) 294-8180; fax: (847) 294-7834; email: [john.m.tallarovic@faa.gov](mailto:john.m.tallarovic@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### (m) Related Information

For more information about this AD, contact Thomas Teplik, Aerospace Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4196; fax: (316) 946-4107; email: [thomas.teplik@faa.gov](mailto:thomas.teplik@faa.gov).

Issued in Kansas City, Missouri, on October 23, 2017.

#### William Schinstock,

Acting Deputy Director, Policy & Innovation Division, Aircraft Certification Service.

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### 23 CFR Part 490

[FHWA Docket No. FHWA-2017-0025]

RIN 2125-AF776

#### National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of proposed rulemaking; extension of comment period.

**SUMMARY:** The FHWA is extending the comment period for a notice of proposed rulemaking (NPRM) and request for comments, which was published on October 5, 2017. The original comment period is set to close on November 6, 2017. The extension is based on concern expressed by stakeholders that this closing date does not provide sufficient time to review and provide comprehensive comments on the proposal. The FHWA recognizes that others interested in commenting may have similar concerns, but is mindful of commenters who have expressed opposition to a lengthy rulemaking process. Therefore, the closing date for comments is extended,

which will provide stakeholders interested in commenting additional time to submit responses to the docket.

**DATES:** The comment period for the proposed rule published October 5, 2017, at 82 FR 46427, is extended. Comments must be received on or before November 15, 2017.

**ADDRESSES:** Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 1200 New Jersey Avenue SE., Washington, DC 20590, or submit electronically at <http://www.regulations.gov>. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 8 a.m. to 4:30 p.m., ET, Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. 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 DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477-78) or you may visit <http://www.regulations.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Susanna Hughes-Reck, Office of Infrastructure, (202) 366-1548, or Janet Myers, Office of Chief Counsel, (202) 366-2019, Federal Highway Administration, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Office hours are from 8 a.m. to 4:30 p.m. ET, Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access and Filing

You may submit or access all comments received by DOT online through: <http://www.regulations.gov>. Electronic submission and retrieval help and guidelines are available on the Web site. It is available 24 hours each day, 365 days each year. Please follow the instructions. An electronic copy of this document may also be downloaded from the **Federal Register's** home page at: <http://www.federalregister.gov>.

##### Background

Section 150 of title 23, U.S.C., identifies the national transportation goals and requires the Secretary by rule

to establish performance measures in specified Federal-aid highway program areas. One of the measures FHWA created to assess the performance of the NHS under the National Highway Performance Program (NHPP) is Percent Change in Tailpipe Carbon Dioxide (CO<sub>2</sub>) Emissions on the NHS from the Calendar Year 2017 (also referred to as the GHG measure). It was created to advance a policy preference of the prior Administration. On October 5th at 82 FR 46427, FHWA published an NPRM proposing to repeal the measure.

The original comment period for the NPRM closes on November 6, 2017. Clean Air Carolina, Natural Resources Defense Council, Southern Environmental Law Center, U.S. Public Interest Research Group, and The City of New York Law Department have expressed concern that this closing date does not provide sufficient time to review and provide comprehensive comments on the proposal. The FHWA is mindful, however, of requests by the State Department of Transportation of Michigan, Idaho, Montana, North Dakota, South Dakota, Wyoming, and Missouri to complete the rulemaking as expeditiously as possible to provide them certainty in their investment and programming activities. As such, FHWA is extending the closing date from November 6, 2017, to November 15, 2017.

**Authority:** 23 U.S.C. 104(b)(1), 119, and 150.

**Brandye L. Hendrickson,**

*Acting Administrator, Federal Highway Administration.*

[FR Doc. 2017-24345 Filed 11-3-17; 4:15 pm]

**BILLING CODE 4910-22-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 60

[EPA-HQ-OAR-2017-0355; FRL-9970-58-OAR]

RIN 2060-AT55

### Repeal of Carbon Pollution Emission Guidelines for Existing Stationary Sources: Electric Utility Generating Units

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule; notice of public hearing and extension of comment period.

**SUMMARY:** On October 16, 2017, the Environmental Protection Agency (EPA) published a proposal to announce its

intention to repeal the Carbon Pollution Emission Guidelines for Existing Stationary Sources: Electric Utility Generating Units, commonly referred to as the Clean Power Plan (CPP), as promulgated on October 23, 2015. The proposal also requested public comment on the proposed rule. The EPA is announcing that a public hearing will be held. In addition, the EPA is extending the public comment period.

**DATES:** The public hearing for the proposed rule (82 FR 48035) will be held November 28 and 29, 2017. The deadline for accepting written comments is being extended by 32 days to January 16, 2018.

**ADDRESSES:** The public hearing will be held on November 28 and 29, 2017, at the West Virginia Capitol Complex, 1900 Kanawha Boulevard East, Charleston, West Virginia 25305. The hearing will convene at 9:00 a.m. (Eastern Standard Time) and will conclude at 5:00 p.m. (Eastern Standard Time). If the EPA receives a high volume of requests, we may continue the public hearing to November 30, 2017, at the Capitol Complex. The EPA may also hold an additional hearing to be announced at a later date. The EPA will make every effort to accommodate all speakers. The EPA's Web site for the rulemaking, which includes the proposal and information about the hearing, can be found at: <https://www.epa.gov/stationary-sources-air-pollution/electric-utility-generating-units-repealing-clean-power-plan>.

Written comments on the proposed rule may be submitted to the EPA electronically, by mail, by facsimile or through hand delivery/courier. Please refer to the proposal (82 FR 48035) for the addresses and detailed instructions.

**How To Register:** If you would like to present oral testimony at the public hearing, registration will begin on November 8, 2017. The last day to register to present oral testimony will be November 16, 2017. To register to speak at the hearing, please use the online registration form available at: <https://www.epa.gov/stationary-sources-air-pollution/electric-utility-generating-units-repealing-clean-power-plan> or contact Tanya Johnson at (888) 627-7764; email address: [airaction@epa.gov](mailto:airaction@epa.gov). We request the following information: The time you wish to speak (morning or afternoon), name, affiliation, email address, and telephone number. If you require the service of a translator or accommodation, please let us know at the time of registration. Once registration closes, the EPA will allocate available morning and afternoon pre-registered speaking slots and confirm

those via email starting on November 17, 2017. Please note that updates made to any aspect of the hearing will be posted online at: <https://www.epa.gov/stationary-sources-air-pollution/electric-utility-generating-units-repealing-clean-power-plan>. While the EPA expects the hearing to go forward as set forth above, it asks that you monitor its Web site or contact Tanya Johnson at (888) 627-7764; email address [airaction@epa.gov](mailto:airaction@epa.gov) to determine if there are any updates to the information on the hearing. The EPA does not intend to publish a notice in the **Federal Register** announcing any such updates.

Questions concerning the proposed rule that was published in the **Federal Register** on October 16, 2017, should be addressed to Mr. Peter Tsirigotis, Office of Air Quality Planning and Standards, Sector Policies and Programs Division (D205-01), Environmental Protection Agency, Research Triangle Park, North Carolina 27711; telephone number: (888) 627-7764; email address: [airaction@epa.gov](mailto:airaction@epa.gov).

**SUPPLEMENTARY INFORMATION:** The proposal for which the EPA is holding the public hearing was published in the **Federal Register** on October 16, 2017, and is available at: <https://www.epa.gov/stationary-sources-air-pollution/electric-utility-generating-units-repealing-clean-power-plan> and also in the docket identified below. The public hearing will provide interested parties the opportunity to present oral comments regarding the EPA's proposed repeal, including data, views, or arguments concerning the proposal. The EPA may ask clarifying questions during the oral presentations, but will not respond to the presentations at that time. Written statements and supporting information submitted during the comment period will be considered with the same weight as any oral comments and supporting information presented at the public hearing. The period for providing written comments to the EPA will remain open until January 16, 2018.

Once the EPA learns how many people have registered to speak at the public hearing, it will allocate speaking times, allowing time for necessary breaks. In addition, a block of time will be reserved for anyone in the audience who wants to give testimony. For planning purposes, each speaker should anticipate speaking for no more than 5 minutes, although we might need to shorten that time if there is a large turnout. The EPA encourages commenters to submit to the docket a copy of their testimony electronically (via email or CD) or in hard copy form.