

Maneuvers/procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Nonvisual simulator	Training device	Waiver provisions of § 121.441(d)
(2) The approach must be made to the authorized minimum circling approach attitude followed by a change in heading and the necessary maneuvering by visual reference to maintain a flight path that permits a normal landing on a runway at least 90[degrees] from the final approach course of the simulated instrument portion of the approach.						
(3) The circling approach must be performed without excessive maneuvering, and without exceeding the normal operating limits of the airplane. The angle of bank should not exceed 30[degrees].						
If local conditions beyond the control of the pilot prohibit the maneuver or prevent it from being performed as required, it may be waived as provided in § 121.441(d): Provided, however, that the maneuver may not be waived under this provision for two successive proficiency checks.						
The circling approach maneuver is not required for a second-in-command if the certificate holder's manual prohibits a second-in-command from performing a circling approach in operations under this part.						
(e) Missed Approach						
(1) Each pilot must perform at least one missed approach from an ILS approach .....	.....	.....	* B	.....	.....	.....
(2) Each pilot in command must perform at least one additional missed approach .....	.....	.....	* P	.....	.....	.....
A complete approved missed approach procedure must be accomplished at least once. At the discretion of the person conducting a check a simulated powerplant failure may be required during any of the missed approaches. These maneuvers may be performed either independently or in conjunction with maneuvers required under Sections III or V of this appendix. At least one missed approach must be performed in flight.						
*	*	*	*	*	*	*

Issued under the authority of 49 U.S.C. 106(f) and (g) in Washington, DC on January 3, 2018.  
**Lirio Liu,**  
*Director, Office of Rulemaking.*  
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**DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**  
**14 CFR Part 135**  
**[Docket No. FAA-2010-0982; Amdt. No. 135-138]**  
**RIN 2120-AJ53**  
**Helicopter Air Ambulance, Commercial Helicopter, and Part 91 Helicopter Operations; Technical Amendment**  
**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; technical amendment.  
**SUMMARY:** The FAA is correcting a final rule published on February 21, 2014. In that rule, the FAA amended its regulations to improve safety in helicopter air ambulance and commercial helicopter operations. This document removes an incorrect cross-reference and makes corresponding revisions.  
**DATES:** Effective January 10, 2018.  
**FOR FURTHER INFORMATION CONTACT:** Brian Verna, Aircraft Maintenance Division, Avionics Branch, AFS-360, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-1710; email *brian.verna@faa.gov*.  
**SUPPLEMENTARY INFORMATION:**

**Good Cause for Immediate Adoption Without Prior Notice**  
 Section 553(b)(3)(B) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without seeking comment prior to the rulemaking.  
 Section 553(d)(3) of the Administrative Procedure Act requires that agencies publish a rule not less than 30 days before its effective date, except as otherwise provided by the agency for good cause found and published with the rule.  
 This document is correcting an error in 14 CFR 135.168. These corrections will not impose any additional

restrictions on the persons affected by these regulations. Furthermore, any additional delay in making the regulations correct would be contrary to the public interest. Accordingly, the FAA finds that (i) public comment on these standards prior to promulgation is unnecessary, and (ii) good cause exists to make this rule effective in less than 30 days.

### Background

On February 21, 2014, the FAA published a final rule entitled, "Helicopter Air Ambulance, Commercial Helicopter, and Part 91 Helicopter Operations" (79 FR 9932). In that final rule the FAA created provisions directed primarily toward helicopter air ambulance operations and all commercial helicopter operations conducted under part 135.

The rule added § 135.168(c) which states, "[t]he equipment required by this section must be maintained in accordance with § 135.419." Section 135.419 outlines inspection, not maintenance, requirements making the cross reference to § 135.419 incorrect.

### Technical Amendment

This technical amendment addresses this incorrect reference to inspection requirements. Maintenance and inspection requirements for part 135 operators are currently described in part 135 Subpart J. Accordingly, the FAA is removing the current text of § 135.168(c) to avoid potential confusion from redundant regulatory text.

This technical amendment also removes the reference to § 135.168(c) from § 135.168(b). Finally, the FAA removes the effective date for § 135.168(b) because that date has passed, and the paragraph currently is effective.

### Executive Order Determinations

*Executive Order 13771, Reducing Regulation and Controlling Regulatory Costs*

This technical amendment is not an E.O. 13771 regulatory action because this technical amendment is not significant under E.O. 12866.

### List of Subjects in 14 CFR Part 135

Air taxis, Aircraft, Aviation safety.

### The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends chapter I of title 14, Code of Federal Regulations as follows:

## PART 135—OPERATING REQUIREMENTS: COMMUTER AND ON-DEMAND OPERATIONS AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

■ 1. The authority citation for part 135 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 41706, 40113, 44701–44702, 44705, 44709, 44711–44713, 44715–44717, 44722, 44730, 45101–45105; Pub. L. 112–95, 126 Stat. 58 (49 U.S.C. 44730).

■ 2. Amend § 135.168 by revising paragraph (b) introductory text and removing and reserving paragraph (c).

The revision reads as follows:

#### § 135.168. Emergency equipment. Overwater rotorcraft operations.

\* \* \* \* \*

(b) *Required equipment.* Except when authorized by the certificate holder's operations specifications, or when necessary only for takeoff or landing, no person may operate a rotorcraft beyond autorotational distance from the shoreline unless it carries:

\* \* \* \* \*

Issued under authority of 49 U.S.C. 106(f), 106(g), 44701(a), and 44730 in Washington, DC.

**Lirio Liu,**

*Director, Office of Rulemaking.*

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## POSTAL SERVICE

### 39 CFR Part 113

#### Hazardous, Restricted, and Perishable Mail (Publication 52); Incorporation by Reference

**AGENCY:** Postal Service™.

**ACTION:** Final rule.

**SUMMARY:** The Postal Service announces the issuance of *Hazardous, Restricted, and Perishable Mail* (Publication 52) dated August 2017, and its incorporation by reference in the *Code of Federal Regulations*.

**DATES:** This final rule is effective on January 10, 2018. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of January 10, 2018.

**FOR FURTHER INFORMATION CONTACT:** Lizbeth Dobbins (202) 268–3789.

**SUPPLEMENTARY INFORMATION:** The most recent issue of *Hazardous, Restricted, and Perishable Mail* (Publication 52) is dated August 2017. This issue of Publication 52 contains Postal Service

mailing standards relating to the shipment of hazardous, restricted, and perishable materials. Publication 52 provides a complete and comprehensive source for users to find information necessary to properly prepare mailings of hazardous, restricted, and perishable materials, and limits the need for users to consult other information sources when preparing such mailings.

Publication 52 is available, in a read-only format, to the mailing industry and general public via the Postal Explorer® website at <http://pe.usps.com>. The Postal Explorer application can be accessed directly at any time. In addition, links to Postal Explorer are provided on:

- The landing page of *USPS.com*, the Postal Service's primary customer-facing website; and
- The USPS application *Postal Pro*, an online informational source available to both mailing industry members and Postal customers, intended to eventually replace RIBBS.

New editions of Publication 52 will be published at regular intervals, generally no less frequently than once each calendar year. Changes to mailing standards applicable to hazardous, restricted, and perishable materials will be made as necessary, and incorporated into each successive edition of Publication 52. The incorporation by reference of each edition of Publication 52 will be announced through publication in the **Federal Register**. Details of the revisions to Publication 52 will be published in the *Postal Bulletin*, available at <https://about.usps.com/postal-bulletin/welcome.htm>.

Prior to July, 2014, the Postal Service maintained standards for the mailing of hazardous, restricted, and perishable mail in both the *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM) and Publication 52. On July 28, 2014, as part of a continuing initiative to reduce the size of the DMM, the Postal Service removed from that publication the detailed mailing standards relating to hazardous, restricted, and perishable materials. In place of these detailed provisions, revised DMM 601.8.0 advised that mailing standards specific to hazardous, restricted, and perishable mail would be incorporated into Publication 52, and could be found on the Postal Explorer website at [pe.usps.com](http://pe.usps.com).

Based on its experience applying the mailing standards for hazardous, restricted and perishable mail since July 28, 2014, the Postal Service believes that these mailing standards were more visible to the mailing community when they were included in the DMM, which