participation rate since the time period
was extended in 2015, and the Board’s
desire to quickly open up opportunities
for handlers, the Board preferred to
expand the opportunity for diversion
credits for these projects. Therefore, the
alternatives were rejected.

In accordance with the Paperwork
Reduction Act of 1995 (44 U.S.C.
Chapter 35), the Order’s information
collection requirements have been
previously approved and assigned OMB
No. 0581–0177, Tart Cherries Grown in
the States of Michigan, New York,
Pennsylvania, Oregon, Utah, Washington,
and Wisconsin. No changes in those requirements are
necessary as a result of this action.

Should any changes become necessary,
they would be submitted to OMB for
approval.

This proposed rule would not impose
any additional reporting or
recordkeeping requirements on either
small or large tart cherry handlers. As
with all Federal marketing order
programs, reports and forms are
periodically reviewed to reduce
information requirements and
duplication by industry and public
sector agencies.

AMS is committed to complying with
the E-Government Act, to promote the
use of the internet and other
information technologies to provide
increased opportunities for citizen
access to Government information and
services, and for other purposes.

In addition, USDA has not identified
any relevant Federal rules that
duplicate, overlap or conflict with this
rule.

The Board’s meeting was widely
publicized throughout the tart cherry
industry, and all interested persons
were invited to attend the meeting and
participate in Board deliberations. Like
all Board meetings, the May 3, 2017,
meeting was a public meeting, and all
entities, both large and small, were able
to express their views on this issue.

Finally, interested persons are invited to
submit comments on this proposed
rule, including the regulatory and
informational impacts of this action on
small businesses.

A small business guide on complying
with fruit, vegetable, and specialty crop
marketing agreements and orders may
be viewed at: http://www.ams.usda.gov/
rules-regulations/moa/small-businesses.
Any questions about the compliance
guide should be sent to Richard Lower
at the previously mentioned address in
the FOR FURTHER INFORMATION CONTACT
section.

A 30-day comment period is provided
to allow interested persons to respond
to this proposed rule.

List of Subjects in 7 CFR Part 930
Marketing agreements, Reporting and
recordkeeping requirements, Tart
cherries.

For the reasons set forth in the
preamble, 7 CFR part 930 is proposed to
be amended as follows:

PART 930—TART CHERRIES GROWN
IN THE STATES OF MICHIGAN, NEW
YORK, PENNSYLVANIA, OREGON,
UTAH, WASHINGTON, AND
WISCONSIN

1. The authority citation for 7 CFR
part 930 continues to read as follows:


[Subpart Redesignated as Subpart A]

2. Redesignate “Subpart—Order
Regulating Handling” as “Subpart A—
Order Regulating Handling”.

[Subpart Redesignated as Subpart B
and Amended]

3. Redesignate “Subpart—Rules and
Regulations” as subpart B and revise the
heading to read as follows:

Subpart B—Administrative
Requirements

[Subpart Redesignated as Subpart C]

4. Redesignate “Subpart—Assessment
Rate” as “Subpart C—Assessment Rate”.

5. In §930.162:

a. Revising the sentences at the end of
(b)(1) and (b)(2);

b. Add new paragraph (c)(3);

c. Redesignating paragraphs (c)(3),(4)
and (5) as (c)(4),(5) and (6); and

d. Add new paragraph (b).

The revisions to read as follows:

§930.162 Exemptions.

(h) Extensions and Transfers If no
shipments are made within the first year
of any approved exemption project from
the date of approval, new applications for
a similar project (same market or
product) are eligible for approval; provided
that, handlers with an
approved exemption project have the
opportunity to apply to the
subcommittee for a six month extension
of this time period.

For projects granted extensions, if no
shipment is made prior to the end of the
extension period, new applications for
the same market or project are eligible
for approval.


Bruce Summers,
Acting Administrator, Agricultural Marketing
Service.

[FR Doc. 2017–28167 Filed 12–29–17; 8:45 am]

BILLING CODE 3100–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

[DOcket No. FAA–2017–1176; Product
Identifier 2017–NM–123–AD]

RIN 2120–AA64

Airworthiness Directives; The Boeing
Company Airplanes

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking
(NPRM).

SUMMARY: We propose to adopt a new
airworthiness directive (AD) for certain
The Boeing Company Model 747–8
series airplanes. This proposed AD was
prompted by a report of restricted
movement of the right brake pedals after
landing rollout. This proposed AD
would require revising the airplane
flight manual (AFM) by adding an
autobrake system limitation. This
proposed AD would also require
modifying intercostal webs near a main
entry door, which would terminate the
AFM limitation. We are proposing this
AD to address the unsafe condition on
these products.

DATES: We must receive comments on
this proposed AD by February 16, 2018.
The FAA is proposing to amend the Airworthiness Directive (AD) 2017–1176, known as "Requirements Bulletin 747–32A2525 RB, dated September 6, 2017", by adding a new process for annotating service information. This enhancement is designed to address the identified differences with Boeing.

### Proposed AD Requirements

This proposed AD would require revising the AFM to incorporate an autobrake system limitation. This proposed AD would also require accomplishment of the actions identified in the Boeing Alert Requirements Bulletin 747–32A2525 RB, dated September 6, 2017, except as discussed under Differences Between This Proposed AD and the Service Information,” and except for any differences identified as exceptions in the regulatory text of this proposed AD.

Accomplishing the actions specified in the service information described previously would be terminating action for the AFM autobrake system limitation. For information on the procedures and compliance times for Boeing Alert Requirements Bulletin 747–32A2525 RB, dated September 6, 2017, see this service information at http://www.regulations.gov by searching for and locating Docket No. FAA–2017–1176.

### Difference Between This Proposed AD and the Service Information

Boeing Alert Requirements Bulletin 747–32A2525 RB, dated September 6, 2017, is applicable to “Model 747–8 series airplanes having line numbers 1434 through 1539 inclusive.” However, this proposed AD would exclude airplanes having line numbers 1443, 1451, 1453, 1456, 1470, 1472, 1475, 1477, 1480, 1492, 1494, 1497, 1498, 1500, 1503, 1511, 1512, 1513, and 1514, because those airplanes were previously modified to address the identified unsafe condition.

Boeing Alert Requirements Bulletin 747–32A2525 RB, dated September 6, 2017, does not specify the type of sealant that must be used. However, this AD specifies using BMS 5–143, TYPE 2; BMS 5–95; PR–1826; or PR–1828 sealant.

We have coordinated these differences with Boeing.

### Explanation of “RB” (Requirements Bulletin)

The FAA worked in conjunction with industry, under the Airworthiness Directive Implementation Aviation Rulemaking Committee (AD ARC), to enhance the AD system. One enhancement is a process for annotating which steps in the service information are “required for compliance” (RC) with an AD. Boeing has implemented this RC concept into Boeing service bulletins.

In an effort to further improve the quality of ADs and AD-related Boeing service information, a joint process improvement initiative was worked between the FAA and Boeing. The initiative resulted in the development of a new process in which the service information more clearly identifies the actions needed to address the unsafe condition in the “Accomplishment
According to the manufacturer, some of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage for affected individuals. As a result, we have included all available costs in our cost estimate.

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

This proposed AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes to the Director of the System Oversight Division.

**Regulatory Findings**

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

1. Is not a "significant regulatory action" under Executive Order 12866,
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
3. Will not affect intrastate aviation in Alaska, and
4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**The Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

   **Authority:** 49 U.S.C. 106(g), 40113, 44701.

   § 39.13 [Amended]

   2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

   **The Boeing Company:** Docket No. FAA–2017–1176; Product Identifier 2017–NM–123–AD.

   (a) Comments Due Date

   We must receive comments by February 16, 2018.

   (b) Affected ADs

   None.

(c) Applicability

This AD applies to The Boeing Company Model 747–8 series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 747–32A2925 RB, dated September 6, 2017, except for airplanes having line numbers 1443, 1451, 1453, 1456, 1470, 1472, 1475, 1477, 1480, 1492, 1494, 1497, 1498, 1500, 1503, 1511, 1512, 1513, and 1514.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing gear.

(e) Unsafe Condition

This AD was prompted by a report of restricted movement of the brake pedals after landing rollout. We are issuing this AD to prevent restricted motion of the brake pedals, which can affect stopping performance and directional control of the airplane. This restricted motion can lead to high speed runway excursion or lateral runway excursion.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Within 120 days after the effective date of this AD: Revise the airplane flight manual (AFM) by incorporating the limitation specified in figure 1 to paragraph (g) of this AD.

**FIGURE 1 TO PARAGRAPH (G) OF THIS AD—AUTOBRAKE LIMITATION**

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFM revision</td>
<td>1 work-hour × $85 per hour = $85 ..........</td>
<td>$0</td>
<td>$85</td>
<td>$170</td>
</tr>
<tr>
<td>Modification</td>
<td>10 work-hours × $85 per hour = $850 ..........</td>
<td>(1)</td>
<td>850</td>
<td>1,700</td>
</tr>
</tbody>
</table>

*We have received no definitive data that would enable us to provide parts cost estimates for the modification specified in this proposed AD.*
We are proposing this AD to address the unsafe condition on these products.

**DATES:** We must receive comments on this proposed AD by February 16, 2018.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:
- **Federal eRulemaking Portal:** Go to http://www.regulations.gov. Follow the instructions for submitting comments.
- **Fax:** 202–493–2251.
- **Mail:** U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

For service information identified in this NPRM, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; Widebody Customer Response Center North America toll-free telephone 1–866–538–1247 or direct-dial telephone 1–514–855–2999; fax 1–514–740; email ac.yul@aeo.bombardier.com; internet http://www.bombardier.com. You may view this service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

Examing the AD Docket
You may examine the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2017–1175; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone 800–647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:**

**SUPPLEMENTARY INFORMATION:**
Comments Invited
We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–