■ 2. Amend § 457.8, in the Common Crop Insurance Policy, as follows:
■ a. In section 1 by revising the definition of ''practical to replant'' and ''replanted crop;'' and
■ b. In section 15 by revising paragraph (h).

The revisions read as follows:

§ 457.8 The application and policy.

* * * * *

Common Crop Insurance Policy

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1. Definitions

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Practical to replant. Our determination, after loss or damage to the insured crop, that you are able to replant to the same crop in such areas and under such circumstances as it is customary to replant and that replanting the insured crop will allow the crop to attain maturity prior to the calendar date for the end of the insurance period. We may consider circumstances as to whether: (1) It is physically possible to replant the acreage; (2) seed germination, emergence, and formation of a healthy plant is likely; (3) field, soil, and growing conditions allow for proper planting and growth of the replanted crop to reach maturity; or (4) other conditions exist, as provided by the Crop Provisions or Special Provisions. Unless we determine it is not practical to replant, based on the circumstances listed above, it will be considered practical to replant through: (1) The final planting date if no late planting period is applicable; (2) the end of the late planting period if the late planting period is less than 10 days; or (3) the 10th day after the final planting date if the crop has a late planting period of 10 days or more. We will consider it practical to replant regardless of the availability of seed or plants, or the input costs necessary to produce the insured crop such as seed or plants, irrigation water, etc.

* * * * *

Replanted crop. The same agricultural commodity replanted on the same acreage as the insured crop for harvest in the same crop year if: (1) The replanting is specifically made optional by the policy and you elect to replant the crop and insure it under the policy covering the insured crop; or (2) Replanting is required by the policy. The crop will be considered a replanted insured crop and no replanting payment will be paid if we have determined it is not practical to replant the insured crop and you choose to plant the acreage to the same insured crop.

* * * * *

15. Production Included in Determining an Indemnity and Payment Reductions

* * * * *

(h) You may receive a full indemnity, or a full prevented planting payment for a first insured crop when a second crop is planted on the same acreage in the same crop year, if each of the following conditions are met, regardless of whether or not the second crop is insured or sustains an insurable loss:

(1) Planting two or more crops for harvest in the same crop year in the area is generally recognized by agricultural experts or organic agricultural experts;

(2) The second or more crops are customarily planted after the first insured crop for harvest on the same acreage in the same crop year in the area;

(3) Additional coverage insurance offered under the authority of the Act is available in the county on the two or more crops that are double cropped;

(4) In the case of prevented planting, the second crop is not planted on or prior to the final planting date or, if applicable, prior to the end of the late planting period for the first insured crop;

(5) You provide records, acceptable to us, of acreage and production specific to the double cropped acreage proving that:

(i) You have double cropped acreage in at least two of the last four crop years in which the first insured crop was planted and incur an insurable loss or the first insured crop is prevented from being planted and a second crop is planted. If you acquired additional land for the current crop year you may apply the percentage of acres that you have previously double cropped to the total cropland acres that you are farming this year (if greater) using the following calculation:

(A) Determine the number of acres of the first insured crop that were double cropped in each of the years for which double cropping records are provided (For example, records are provided showing: 100 acres of wheat planted in 2016 and 50 of those acres were double cropped with soybeans; and 100 acres of wheat planted in 2017 and 70 of those acres were double cropped with soybeans);

(B) Divide each result of section 15(h)(5)(i)(A) by the number of acres of the first insured crop that were planted in each respective year (In the example above, 50 divided by 100 equals 50 percent of the first insured crop acres that were double cropped in 2016 and 70 divided by 100 equals 70 percent of the first insured crop acres that were double cropped in 2017);

(C) Add the results of section 15(h)(5)(i)(B) and divide by the number of years the first insured crop was double cropped (In the example above, 50 plus 70 equals 120 divided by 2 equals 60 percent); and

(D) Multiply the result of 15(h)(5)(i)(C) by the number of insured acres of the first insured crop (In the example above, 60 percent multiplied by the number of wheat acres insured in 2018); or

(ii) The applicable acreage was double cropped (by one or more other producers, and the producer(s) will allow you to use their records) for at least two of the last four crop years in which the first insured crop was grown on it; and

(6) If you do not have records of acreage and production specific to the double cropped acreage, as required in section 15(h)(5), but instead have records that combine production from acreage you double cropped with records of production from acreage you did not double crop, we will allocate the first and second crop production to the specific acreage in proportion to the liability for the acreage that was and was not double cropped.

* * * * *

Dated: June 20, 2017.

Robert Ibarra,

Acting Administrator.

[FR Doc. 2017–13242 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.

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.*

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 I25.5(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]

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AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions, withdrawal.

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Conclusion

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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.

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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.