

Cheese articles	Appendix 1	Appendix 2	Sum of Appendix 1&2	Tokyo R.	Uruguay R.	Grand total
ITALIAN-TYPE CHEESES, MADE FROM COW'S MILK, (ROMANO MADE FROM COW'S MILK, REGGIANO, PARMESAN, PROVOLONE, PROVOLETTI, SBRINZ, AND GOYA—NOT IN ORIGINAL LOAVES) AND CHEESE AND SUBSTITUTES FOR CHEESE CON- TAINING, OR PROCESSED FROM, SUCH ITALIAN- TYPE CHEESES, WHETHER OR NOT IN ORIGINAL LOAVES (D-NOTE 21) .....	6,377,637	1,142,910	7,520,547	795,517	5,165,000	13,481,064
Argentina .....	3,890,321	235,162	4,125,483	367,517	1,890,000	6,383,000
EU-25 .....	2,487,316	894,684	3,382,000	.....	2,025,000	5,407,000
Romania .....	.....	0	0	.....	500,000	500,000
Uruguay .....	.....	0	0	428,000	750,000	1,178,000
Other Countries .....	.....	13,064	13,064	.....	.....	13,064
SWISS OR EMMENTHALER CHEESE OTHER THAN WITH EYE FORMATION, GRUYERE-PROCESS CHEESE AND CHEESE AND SUBSTITUTES FOR CHEESE CONTAINING, OR PROCESSED FROM, SUCH CHEESES (GR-NOTE 22) .....	5,208,248	1,443,066	6,651,314	823,519	380,000	7,854,833
EU-25 .....	3,944,099	1,207,895	5,151,994	393,006	380,000	5,925,000
Switzerland .....	1,230,651	188,836	1,419,487	430,513	.....	1,850,000
Other Countries .....	33,498	46,335	79,833	.....	.....	79,833
CHEESE AND SUBSTITUTES FOR CHEESE, CON- TAINING 0.5 PERCENT OR LESS BY WEIGHT OF BUTTERFAT (EXCEPT ARTICLES WITHIN THE SCOPE OF OTHER TARIFF-RATE QUOTAS PRO- VIDED FOR IN THIS SUBCHAPTER), AND MAR- GARINE CHEESE (LF-NOTE 23) .....	1,837,206	2,587,702	4,424,918	1,050,000	0	5,474,908
EU-25 .....	1,837,206	2,587,701	4,424,907	.....	.....	4,424,907
Israel .....	.....	0	0	50,000	.....	50,000
New Zealand .....	.....	0	0	1,000,000	.....	1,000,000
Other Countries .....	.....	1	1	.....	.....	1
SWISS OR EMMENTHALER CHEESE WITH EYE FORMATION (SW-NOTE 25) .....	15,319,360	6,977,971	22,297,331	9,557,945	2,620,000	34,475,276
Argentina .....	.....	9,115	9,115	70,885	.....	80,000
Australia .....	209,698	0	209,698	290,302	.....	500,000
Canada .....	.....	0	0	70,000	.....	70,000
EU-25 .....	10,961,475	5,515,353	16,476,828	4,003,172	2,420,000	22,900,000
Iceland .....	149,999	0	149,999	150,001	.....	300,000
Israel .....	27,000	0	27,000	.....	.....	27,000
Norway .....	3,159,885	495,425	3,655,310	3,227,690	.....	6,883,000
Switzerland .....	763,050	921,055	1,684,105	1,745,895	200,000	3,630,000
Other Countries .....	48,253	37,023	85,276	.....	.....	85,276
TOTAL: CHEESE ARTICLES .....	62,531,089	25,369,554	87,900,653	22,764,145	24,921,000	135,585,788
TOTAL: CHEESE & NON-CHEESE .....	67,152,497	42,612,927	109,765,434	22,764,145	24,921,000	157,450,569

[FR Doc. 2014-13900 Filed 6-13-14; 8:45 am]

BILLING CODE 3410-10-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 25****[Docket No. FAA-2014-0380; Notice No. 25-555-SC]****Special Conditions: Bombardier Aerospace, Models BD-500-1A10 and BD-500-1A11; Limit Engine Torque Loads****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final special conditions; request for comments.

**SUMMARY:** These special conditions are issued for the Bombardier Aerospace Models BD-500-1A10 and BD-500-1A11 airplanes. These airplanes have novel or unusual design features as compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. These design features include engine size and the potential torque loads imposed by sudden engine stoppage. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** The effective date of these special conditions is June 16, 2014. We must receive your comments by July 31, 2014.

**ADDRESSES:** Send comments identified by docket number [FAA-2014-0380] using any of the following methods:

- *Federal eRegulations Portal:* Go to <http://www.regulations.gov/> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M-30, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 8

a.m. and 5 p.m., Monday through Friday, except federal holidays.

- **Fax:** Fax comments to Docket Operations at 202-493-2251.

**Privacy:** The FAA will post all comments it receives, without change, to <http://www.regulations.gov/>, including any personal information the commenter provides. Using the search function of the docket Web site, anyone can find and read the electronic form of all comments received into any FAA docket, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477-19478), as well as at <http://DocketsInfo.dot.gov/>.

**Docket:** Background documents or comments received may be read at <http://www.regulations.gov/> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except federal holidays.

**FOR FURTHER INFORMATION CONTACT:**

Mark Freisthler, FAA, Airframe and Cabin Safety Branch, ANM-115, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone 425-227-1119; facsimile 425-227-1232.

**SUPPLEMENTARY INFORMATION:** The substance of these special conditions has been subject to the public comment process in several prior instances with no substantive comments received. The FAA therefore finds that good cause exists for making these special conditions effective upon publication.

**Comments Invited**

We invite interested people to take part in this rulemaking by sending written comments, data, or views. The most helpful comments reference a specific portion of the special conditions, explain the reason for any recommended change, and include supporting data.

We will consider all comments we receive on or before the closing date for comments. We may change these special conditions based on the comments we receive.

**Background**

On December 10, 2009, Bombardier Aerospace applied for a type certificate for their new Models BD-500-1A10 and BD-500-1A11 series airplanes (hereafter

collectively referred to as "CSeries"). The CSeries airplanes are swept-wing monoplanes with an aluminum alloy fuselage sized for 5-abreast seating. Passenger capacity is designated as 110 for the Model BD-500-1A10 and 125 for the Model BD-500-1A11. Maximum takeoff weight is 131,000 pounds for the Model BD-500-1A10 and 144,000 pounds for the Model BD-500-1A11.

**Type Certification Basis**

Under the provisions of Title 14, Code of Federal Regulations (14 CFR) 21.17, Bombardier Aerospace must show that the CSeries airplanes meet the applicable provisions of part 25, as amended by Amendments 25-1 through 25-129 thereto.

If the Administrator finds that the applicable airworthiness regulations (i.e., 14 CFR part 25) do not contain adequate or appropriate safety standards for the CSeries airplanes because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same or similar novel or unusual design feature, the special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the CSeries airplanes must comply with the fuel vent and exhaust emission requirements of 14 CFR part 34 and the noise certification requirements of 14 CFR part 36, and the FAA must issue a finding of regulatory adequacy under § 611 of Public Law 92-574, the "Noise Control Act of 1972."

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type-certification basis under § 21.17(a)(2).

**Novel or Unusual Design Features**

The CSeries airplanes will incorporate the following novel or unusual design features:

The size, configuration, and failure modes of jet engines have changed considerably from those envisioned by 14 CFR 25.361(b) when the engine seizure requirement was first adopted. Engines have become larger and are now designed with large bypass fans capable of producing much larger and more complex dynamic loads. Relative to the engine configurations that existed when the rule was developed in 1957, the present generation of engines are sufficiently novel or unusual to justify

issuance of special conditions to establish appropriate design standards for the CSeries airplanes.

**Discussion**

The limit engine torque load imposed by sudden engine stoppage due to malfunction or structural failure (such as compressor jamming) has been a specific requirement for transport category airplanes since 1957. In the past, the design torque loads associated with typical failure scenarios have been estimated by the engine manufacturer and provided to the airframe manufacturer as limit loads. These limit loads were considered simple, pure torque static loads.

It is evident from service history that the engine failure events that tend to cause the most severe loads are fan blade failures, and these events occur much less frequently than the typical "limit" load condition.

The regulatory authorities and industry have developed a standardized requirement in the Aviation Rulemaking Advisory Committee (ARAC) forum. The technical aspects of this requirement have been agreed upon and have been accepted by the ARAC Loads and Dynamics Harmonization Working Group. The special conditions outlined below reflect the ARAC recommendation. The ARAC recommendation includes corresponding advisory material, which is considered an acceptable means of compliance to these special conditions.

These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**Applicability**

As discussed above, these special conditions are applicable to the Model BD-500-1A10 and BD-500-1A11 (CSeries) airplanes. Should Bombardier Aerospace apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, the special conditions would apply to that model as well.

**Conclusion**

This action affects only certain novel or unusual design features on two model series of airplanes. It is not a rule of general applicability.

**List of Subjects in 14 CFR Part 25**

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

### The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Bombardier Aerospace Model BD-500-1A10 and BD-500-1A11 (CSeries) airplanes.

### Limit Engine Torque Loads

In lieu of § 25.361(b) the following special conditions apply:

1. For turbine engine installations, the engine mounts, pylons, and adjacent supporting airframe structure must be designed to withstand 1g level flight loads acting simultaneously with the maximum limit torque loads imposed by each of the following:

(a) Sudden engine deceleration due to a malfunction that could result in a temporary loss of power or thrust, and

(b) The maximum acceleration of the engine.

2. For auxiliary power unit (APU) installations, the power unit mounts and adjacent supporting airframe structure must be designed to withstand 1g level flight loads acting simultaneously with the maximum limit torque loads imposed by each of the following:

(a) Sudden APU deceleration due to malfunction or structural failure; and

(b) The maximum acceleration of the APU.

3. For engine supporting structure, an ultimate loading condition must be considered that combines 1g flight loads with the transient dynamic loads resulting from:

(a) The loss of any fan, compressor, or turbine blade; and separately

(b) Where applicable to a specific engine design, any other engine structural failure that results in higher loads.

4. The ultimate loads developed from the conditions specified in paragraphs 3(a) and 3(b) of these special conditions are to be multiplied by a factor of 1.0 when applied to engine mounts and pylons, and multiplied by a factor of 1.25 when applied to adjacent supporting airframe structure.

5. Any permanent deformation that results from the conditions specified in paragraph 3 must not prevent continued safe flight and landing.

Issued in Renton, Washington, on June 6, 2014.

**Jeffrey E. Duven,**

*Manager, Transport Airplane Directorate,  
Aircraft Certification Service.*

[FR Doc. 2014-13923 Filed 6-13-14; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

**[Docket No. FAA-2013-0986; Airspace  
Docket No. 13-AGL-25]**

### Establishment of Class E Airspace; Bois Blanc Island, MI

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Final rule, correction.

**SUMMARY:** This action corrects an error in the legal description of a final rule published in the **Federal Register** of May 22, 2014, that establishes Class E airspace at Bois Blanc Island Airport, Bois Blanc Island, MI. The legal description noted incorrectly the airport's state and geographic coordinates.

**DATES:** Effective date: 0901 UTC, July 24, 2014.

**FOR FURTHER INFORMATION CONTACT:** Raul Garza, Jr., Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone: 817-321-7654.

#### SUPPLEMENTARY INFORMATION:

#### History

On May 22, 2014, a final rule was published in the **Federal Register** establishing Class E airspace at Bois Blanc Island Airport, Bois Blanc Island, MI (79 FR 29323), Docket No. FAA-2013-0986. Subsequent to publication, the FAA found the document showing the wrong state and geographic location in the legal description. It should read Bois Blanc Island Airport, MI, (lat. 45°45'59" N., long. 084°30'14" W.), instead of Bois Blanc Island Airport, MO, (lat. 38°20'52" N., long. 93°20'43" W.) This action makes the correction.

#### Final Rule Correction

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of May 22, 2014, (79 FR 29323) FR Doc. 2014-11382, the state and geographic coordinates in the airspace designation regulatory text on page 29324, column 2, line 1, are corrected as follows:

#### § 71.1 [Amended]

**AGL MI E5 Bois Blanc Island, MI  
[Corrected]**

■ Remove Bois Blanc Island Airport, MO, (lat. 38°20'52" N., long. 93°20'43" W.) and add in its place Bois Blanc

Island Airport, MI, (lat. 45°45'59" N., long. 084°30'14" W.)

Issued in Fort Worth, Texas, on June 6, 2014.

**Christopher L. Southerland,**

*Manager, Operations Support Group, ATO  
Central Service Center.*

[FR Doc. 2014-14049 Filed 6-13-14; 8:45 am]

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## DEPARTMENT OF COMMERCE

### Bureau of Industry and Security

#### 15 CFR Parts 744 and 758

**[Docket No. 140530464-4464-01]**

**RIN 0694-AG20**

### Export Administration Regulations (EAR): Addition of Certain Persons to the Unverified List (UVL) and Making a Correction

**AGENCY:** Bureau of Industry and  
Security, Commerce.

**ACTION:** Final rule.

**SUMMARY:** The Bureau of Industry and Security (BIS) is amending the Export Administration Regulations (EAR) by adding twenty-nine (29) persons to the Unverified List (the "Unverified List" or UVL). The 29 persons are being added to the UVL on the basis that BIS could not verify their *bona fides* because an end-use check could not be completed satisfactorily for reasons outside the U.S. Government's control. In addition, this rule reinserts a requirement for exporters to file an Automated Export System (AES) record for all exports subject to the EAR involving persons listed on the UVL following that provision's inadvertent removal from the EAR.

The UVL contains the names and addresses of foreign persons who are or have been parties to a transaction, as that term is described in the EAR, involving the export, reexport, or transfer (in-country) of items subject to the EAR, and whose *bona fides* BIS has been unable to verify through an end-use check. There is a suspension of license exceptions for exports, reexports, and transfers (in-country) involving a party or parties to the transaction who are listed on the UVL, and a requirement for exporters, reexporters, and transferors to obtain (and keep a record of) a UVL statement from a party or parties to the transaction who are listed on the UVL before proceeding with exports, reexports, and transfers (in-country) involving items subject to the EAR, but where the item does not require a license.