(1) That required to permit normal operation of all safety-related systems and equipment dependent upon engine thrust or power lever position; or

(2) That are shown to be free of hazardous engine-response characteristics, and not to result in any unsafe airplane operating or handling characteristics when thrust or power is advanced from the initial go-around position to the maximum approved power setting.

b. For approval to use an ATTCS for go-arounds, the thrust-setting procedure must be the same for go-arounds initiated with all engines operating as for go-around initiated with one engine inoperative.

4. Powerplant controls

a. In addition to the requirements of § 25.1141, no single failure or malfunction, or probable combination thereof, of the ATTCS, including associated systems, may cause the failure of any powerplant function necessary for safety.

b. The ATTCS must be designed to:

(1) Apply thrust or power to the operating engine(s), following any one-engine failure during a go-around, to achieve the maximum approved go-around thrust without exceeding the engine operating limits;

(2) Permit manual decrease or increase in thrust or power up to the maximum go-around thrust approved for the airplane, under the existing conditions, through the use of the power lever. For airplanes equipped with limiters that automatically prevent the engine operating limits from being exceeded under existing ambient conditions, other means may be used to increase the thrust in the event of an ATTCS failure, provided that the means:

(i) Is located on or forward of the power levers;

(ii) Is easily identified and operated under all operating conditions by a single action of either pilot with the hand that is normally used to actuate the power levers; and

(iii) Meets the requirements of § 25.777(a), (b), and (c).

(3) Provide a means to verify to the flightcrew, before beginning an approach for landing, that the ATTCS is in a condition to operate (unless it can be demonstrated that an ATTCS failure, combined with an engine failure during an entire flight, is extremely improbable); and

(4) Provide a means for the flightcrew to deactivate the automatic function. This means must be designed to prevent inadvertent deactivation.

5. Powerplant instruments: In addition to the requirements of § 25.1305:

a. A means must be provided to indicate when the ATTCS is in the OFF or FAILED condition; and

b. If the inherent flight characteristics of the airplane do not provide adequate warning that an engine has failed, a warning system that is independent of the ATTCS must be provided to give the pilot a clear warning of any engine failure during a go-around.

Issued in Renton, Washington, on August 8, 2017.

**Victor Wicklund,**

*Manager, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service.*

[FR Doc. 2017–17073 Filed 8–11–17; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

**[Docket No. FAA–2017–0222; Airspace Docket No. 17–AWP–8]**

## Amendment of Class D and E Airspace; Hilo, HI

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

**ACTION:** Final rule, technical amendment, correction.

**SUMMARY:** This action corrects a final rule, technical amendment published in **Federal Register** on June 22, 2017, that amends Class E airspace designated as an extension at Hilo International, General Lyman Field, Hilo, HI. The airport name is corrected to Hilo International Airport, Hilo, HI, removing ''General Lyman Field'' from the airport name to match the FAA's aeronautical database. This technical amendment also corrects the airport name in Class D, Class E surface area airspace, and Class E airspace extending upward from 700 feet above the surface.

**DATES:** Effective 0901 UTC, August 17, 2017. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, Part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Robert LaPlante, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203–4566.

**SUPPLEMENTARY INFORMATION:**

### History

The FAA published a final rule, technical amendment in the **Federal Register** (82 FR 28404, June 22, 2017) Docket No. FAA–2017–0222, amending Class E Airspace designated as an extension, removing the Notice to Airmen (NOTAM) part-time status at Hilo International, General Lyman Field, Hilo, HI. Subsequent to publication, the FAA found the airport name was incorrect and is now corrected from Hilo International, General Lyman Field, to Hilo International Airport.

In making the airport name change in Class E airspace designated as an extension, the FAA realized that the airport name change for Hilo International Airport also affects Class D airspace, Class E surface area airspace, and Class E airspace extending upward from 700 feet above the surface. This technical amendment correction includes amending the above airspace areas by removing General Lyman Field from the airport name, and does not affect the boundaries or operating requirements of the airport in the associated airspace.

**Authority:** 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

### Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of June 22, 2017 (82 FR 28404) FR Doc. 2017–13048, Amendment of Class E Airspace; Hilo HI, is corrected as follows:

**§ 71.1 [Amended]**

*Paragraph 5000 Class D Airspace.*

* * * * *

**AWP HI D Hilo, HI [Amended]**

Hilo International Airport, HI

(Lat. 19°43′13″ N., long. 155°02′55″ W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.3-mile radius of Hilo International Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Pacific Chart Supplement.

*Paragraph 6002 Class E Airspace Areas Designated as a Surface Area.*

* * * * *

**AWP HI E2 Hilo, HI [Amended]**

Hilo International, HI

(Lat. 19°43′13″ N., long. 155°02′55″ W.)

That airspace extending upward from the surface within a 4.3-mile radius of Hilo International Airport. This Class E airspace area is effective during the specific dates and

times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Pacific Chart Supplement.

*Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.*

* * * * *

**AWP HI E4 Hilo, HI [Corrected]**

Hilo International Airport, HI
(Lat. 19°43′13″ N., long. 155°02′55″ W.)
Hilo VORTAC
(Lat. 19°43′17″ N., long. 155°00′39″ W.)

That airspace extending upward from the surface within 3 miles each side of the Hilo VORTAC 090° radial, extending from the 4.3-mile radius of Hilo International Airport to 8.7 miles east of the Hilo VORTAC.

*Paragraph 6005 Class E Airspace Extending Upward From 700 Feet or More Above the Surface of the Earth.*

* * * * *

**AWP HI E5 Hilo, HI [Amended]**

Hilo International Airport, HI
(Lat. 19°43′13″ N., long. 155°02′55″ W.)
Hilo VORTAC
(Lat. 19°43′17″ N., long. 155°00′39″ W.)

That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of Hilo International Airport and within 3 miles each side of the Hilo VORTAC 090° radial, extending from the 4.3-mile radius to 8.7 miles east of the VORTAC and that airspace extending from the 4.3-mile radius to the 7.4-mile radius of the Hilo International Airport extending clockwise from a line 1.8 miles southwest of and parallel to the Hilo VORTAC 321° radial to a line 3 miles north of and parallel to the Hilo VORTAC 090° radial.

Issued in Seattle, Washington, on August 3, 2017.

**Byron Chew,**

*Acting Group Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2017–17004 Filed 8–11–17; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

### 21 CFR Part 133

**[Docket No. FDA–2017–D–4713]**

### Ultrafiltered Milk in the Production of Standardized Cheeses and Related Cheese Products: Guidance for Industry; Availability

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Notification of availability.

**SUMMARY:** The Food and Drug Administration (FDA or we) is announcing the availability of a guidance for industry entitled ''Ultrafiltered Milk in the Production of Standardized Cheeses and Related Cheese Products: Guidance for Industry.'' The guidance advises manufacturers who wish to use ultrafiltered milk (UF milk) or ultrafiltered nonfat milk (UF nonfat milk) in the production of standardized cheeses and related cheese products that, pending completion of a rulemaking regarding the use of UF milk in the production of these products, we intend to exercise enforcement discretion regarding the use of fluid UF milk and fluid UF nonfat milk in the production of standardized cheeses and related cheese products. We also intend to exercise enforcement discretion regarding the declaration of ingredients in the labeling of standardized cheeses and related cheese products when fluid UF milk and fluid UF nonfat milk are used as ingredients.

**DATES:** The announcement of the guidance is published in the **Federal Register** on August 14, 2017. Submit either electronic or written comments on FDA guidance at any time.

**ADDRESSES:** You may submit comments as follows:

*Electronic Submissions*

Submit electronic comments in the following way:

- *Federal eRulemaking Portal: https://www.regulations.gov.* Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to *https://www.regulations.gov* will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else's Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact information, or other information that identifies you in the body of your comments, that information will be posted on *https://www.regulations.gov.*
- If you want to submit a comment with confidential information that you do not wish to be made available to the public, submit the comment as a written/paper submission and in the manner detailed (see ''Written/Paper Submissions'' and ''Instructions'').

*Written/Paper Submissions*

Submit written/paper submissions as follows:

- *Mail/Hand delivery/Courier (for written/paper submissions):* Dockets Management Staff (HFA–305), Food and Drug Administration, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.
- For written/paper comments submitted to the Dockets Management Staff, FDA will post your comment, as well as any attachments, except for information submitted, marked and identified, as confidential, if submitted as detailed in ''Instructions.''

*Instructions:* All submissions received must include the Docket No. FDA–2017–D–4713 for ''Ultrafiltered Milk in the Production of Standardized Cheeses and Related Cheese Products: Guidance for Industry.'' Received comments will be placed in the docket and, except for those submitted as ''Confidential Submissions,'' publicly viewable at *https://www.regulations.gov* or at the Dockets Management Staff between 9 a.m. and 4 p.m., Monday through Friday.

- Confidential Submissions—To submit a comment with confidential information that you do not wish to be made publicly available, submit your comments only as a written/paper submission. You should submit two copies total. One copy will include the information you claim to be confidential with a heading or cover note that states ''THIS DOCUMENT CONTAINS CONFIDENTIAL INFORMATION.'' We will review this copy, including the claimed confidential information, in our consideration of comments. The second copy, which will have the claimed confidential information redacted/blacked out, will be available for public viewing and posted on *https://www.regulations.gov.* Submit both copies to the Dockets Management Staff. If you do not wish your name and contact information to be made publicly available, you can provide this information on the cover sheet and not in the body of your comments and you must identify this information as ''confidential.'' Any information marked as ''confidential'' will not be disclosed except in accordance with 21 CFR 10.20 and other applicable disclosure law. For more information about FDA's posting of comments to public dockets, see 80 FR 56469, September 18, 2015, or access the information at: *https://www.gpo.gov/fdsys/pkg/FR-2015-09-18/pdf/2015-23389.pdf.*

*Docket:* For access to the docket to read background documents or the electronic and written/paper comments received, go to *https://www.regulations.gov* and insert the docket number, found in brackets in the heading of this document, into the ''Search'' box and follow the prompts and/or go to the Dockets Management