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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 1000

[Docket No. AMS-DA-18-0096]

Federal Milk Marketing Orders— Amending the Class I Skim Milk Price Formula; Correction

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule; correction.

SUMMARY: On March 11, 2019, the Agricultural Marketing Service (AMS) published a revision to the Class I skim milk price formula for milk pooled under the Federal milk marketing order (FMMO) as required by the Agriculture Improvement Act of 2018. This document explains the May 1, 2019, effective date and makes two clarifying corrections to the final regulations.

DATES: Effective May 1, 2019.

FOR FURTHER INFORMATION CONTACT: Erin Taylor, Acting Director, Order Formulation and Enforcement Division, USDA/AMS/Dairy Program, STOP 0231, Room 2963, 1400 Independence Ave. SW, Washington, DC 20250-0231; telephone: (202) 720-7311; or email: erin.taylor@usda.gov.

SUPPLEMENTARY INFORMATION: On March 11, 2019, AMS published a final rule amending the Class I skim milk price formula for milk pooled under the FMMO program (84 FR 8590). The amendments will be effective May 1, 2019. For clarification, as a result of this rule, the amended Class I skim milk price formula will apply to milk pooled on and after May 1, 2019. Therefore, the amended formula will be reflected in the May Advanced Class I skim milk price announced April 17, 2019. The final regulatory text also contained an incorrect section reference to § 1000.51(b) instead of § 1005.51(b), and did not include a rounding instruction in the calculation. This document

provides technical corrections to the final regulations.

Federal Register Correction

■ Effective May 1, 2019, in rule document 2019-04347 at 84 FR 8590 in the issue of March 11, 2019, on page 8591, in the third column, in amendatory instruction 2, paragraph (b) is corrected to read as follows:

§ 1000.50 [Corrected]

(b) *Class I skim milk price.* The Class I skim milk price per hundredweight shall be the adjusted Class I differential specified in § 1000.52, plus the adjustment to Class I prices specified in §§ 1005.51(b), 1006.51(b) and 1007.51(b) of this chapter, plus the simple average of the advanced pricing factors computed in paragraph (q)(1) and (2) of this section rounded to the nearest cent, plus \$0.74 per hundredweight.

Dated: March 28, 2019.

Bruce Summers,

Administrator.

[FR Doc. 2019-06335 Filed 4-1-19; 8:45 am]

BILLING CODE 3410-02-P

NUCLEAR REGULATORY COMMISSION

10 CFR Chapter I

[NRC-2018-0113]

Clarification of Export Reporting Requirements for Nuclear Facilities, Equipment, and Non-Nuclear Materials

AGENCY: Nuclear Regulatory Commission.

ACTION: Regulatory issue summary; issuance.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC) is issuing Regulatory Issue Summary (RIS) 2019-01, “Clarification of Export Reporting Requirements for Nuclear Facilities, Equipment, and Non-Nuclear Materials.” This RIS is intended to clarify the reporting requirements for certain exports of nuclear facilities, equipment, and non-nuclear materials. The NRC’s regulations state, in part, that licensees exporting nuclear facilities, equipment, and certain non-nuclear materials under a general or specific license during the previous quarter must submit reports by January 15, April 15, July 15, and October 15 of each year on

DOC/NRC Forms AP-M or AP 13, and associated forms. The RIS includes information relating to this reporting requirement and clarifies that the quarterly reporting requirement is in addition to, and not obviated by, the separate NRC annual reporting requirement in its regulations.

DATES: The RIS is available as of April 2, 2019.

ADDRESSES: Please refer to Docket ID NRC-2018-0113 when contacting the NRC about the availability of information regarding this document. You may obtain publicly-available information related to this document using any of the following methods:

- *Federal Rulemaking Website:* Go to <http://www.regulations.gov> and search for Docket ID NRC-2018-0113. Address questions about Docket IDs in *Regulations.gov* to Jennifer Borges; telephone: 301-287-9127; email: Jennifer.Borges@nrc.gov. For technical questions, contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.

- *NRC’s Agencywide Documents Access and Management System (ADAMS):* You may obtain publicly-available documents online in the ADAMS Public Documents collection at <http://www.nrc.gov/reading-rm/adams.html>. To begin the search, select “Begin Web-based ADAMS Search.” For problems with ADAMS, please contact the NRC’s Public Document Room (PDR) reference staff at 1-800-397-4209, 301-415-4737, or by email to pdr.resource@nrc.gov. The ADAMS accession number for each document referenced (if it is available in ADAMS) is provided the first time that it is mentioned in this document. This RIS is available under ADAMS Accession No. ML18269A254.

- *NRC’s PDR:* You may examine and purchase copies of public documents at the NRC’s PDR, Room O1-F21, One White Flint North, 11555 Rockville Pike, Rockville, Maryland 20852.

- This RIS is also available on the NRC’s public website at <http://www.nrc.gov/reading-rm/doc-collections/gen-comm/reg-issues/> (select “2018” and then select “2019-01”).

FOR FURTHER INFORMATION CONTACT: Andrea Jones, Office of International Programs, U.S. Nuclear Regulatory Commission, Washington DC 20555-0001; telephone: 301-287-9072; email: Andrea.Jones2@nrc.gov.

SUPPLEMENTARY INFORMATION: The NRC published a notice of opportunity for public comment on this RIS in the **Federal Register** (83 FR 26611) on June 8, 2018. The agency received comments from one commenter. The staff considered all comments, which resulted in changes to the RIS. The evaluation of these comments and the resulting changes to the RIS are discussed in a publicly available memorandum in ADAMS under Accession No. ML18269A255. As noted in 83 FR 20858 (May 8, 2018), this document is being published in the Rules section of the **Federal Register** to comply with publication requirements under Title 1 of the *Code of Federal Regulations*, Chapter I.

Dated at Rockville, Maryland, this 28th day of March 2019.

For the Nuclear Regulatory Commission.

Tara Inverso,

Chief, ROP Support and Generic Communications Branch, Division of Inspection and Regional Support, Office of Nuclear Reactor Regulation.

[FR Doc. 2019-06373 Filed 4-1-19; 8:45 am]

BILLING CODE 7590-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2017-0433; Product Identifier 2016-SW-078-AD; Amendment 39-19602; AD 2019-06-04]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for Bell Helicopter Textron Canada Limited (BHTC) Model 429 helicopters. This AD requires inspecting each main rotor pitch link rod end bearing assembly (bearing) for wear and play. This AD was prompted by reports of worn bearings. The actions of this AD are intended to prevent an unsafe condition on these products.

DATES: This AD is effective May 7, 2019.

The Director of the Federal Register approved the incorporation by reference of a certain document listed in this AD as of May 7, 2019.

ADDRESSES: For service information identified in this final rule, contact Bell Helicopter Textron Canada Limited,

12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at <http://www.bellcustomer.com/files/>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0433.

Examining 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-2017-0433; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the Transport Canada AD, any incorporated-by-reference service information, the economic evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800-647-5527) is 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 FURTHER INFORMATION CONTACT:

David Hatfield, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email david.hatfield@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On March 8, 2018, at 83 FR 9818, the **Federal Register** published our notice of proposed rulemaking (NPRM), which proposed to amend 14 CFR part 39 by adding an AD that would apply to BHTC Model 429 helicopters, serial numbers 57001 and larger, with a bearing part number (P/N) 429-010-433-101 or 429-010-433-103 installed. The NPRM proposed to require inspecting each bearing for wear and play. The AD was prompted by reports of worn bearings. The proposed requirements were intended to prevent a worn bearing, which could result in failure of a bearing, which could lead to reduced helicopter handling, damage to other components, and subsequent loss of helicopter control.

The NPRM was prompted by Canadian AD No. CF-2016-39, dated December 12, 2016 (Transport Canada AD CF-2016-39), issued by Transport Canada, which is the aviation authority

for Canada, to correct an unsafe condition for BHTC Model 429 helicopters, serial numbers 57001 and subsequent. Transport Canada advises of reports of worn bearings adversely affecting the helicopters' handling qualities. Transport Canada states the scheduled inspection interval of 12 months or 800 hours is not sufficient to detect and correct a worn bearing under the current wear rate. Additionally, according to Transport Canada, the combination of the blade weight, positioning of the swashplate, and the preload of elastomers can make bearing play difficult to detect during a preflight exterior check. Transport Canada determined it necessary to implement an inspection frequent enough to detect a worn bearing in order to prevent a bearing from failing, adversely affecting handling qualities, and damaging adjacent components. These conditions could lead to loss of control of the helicopter. Transport Canada AD CF-2016-39 therefore requires inspecting bearing P/N 429-010-433-101/-103 for play and potential wear and replacing it if necessary, within 30 days from the effective date of its AD and at subsequent intervals not to exceed 50 hours air time.

Comments

After our NPRM was published, we received a comment from one commenter.

Request

The commenter questioned the need for the proposed AD. The commenter stated that Bell Helicopter Alert Service Bulletin 429-11-03, which was issued in 2011, already requires inspections of the pitch link bearings.

We disagree. While an operator may incorporate the procedures in the Bell Helicopter Alert Service Bulletin into its maintenance program, not all operators are required to do so. In order for the corrective actions in the service information to become mandatory, and to correct the unsafe condition identified in the NPRM, the FAA must issue an AD.

FAA's Determination

These helicopters have been approved by the aviation authority of Canada and are approved for operation in the United States. Pursuant to our bilateral agreement with Canada, Transport Canada, its technical representative, has notified us of the unsafe condition described in the Transport Canada AD. We are issuing this AD because we evaluated all information provided by Transport Canada, reviewed the relevant information, considered the comments