

of the local flight standards district office/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO Branch, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved previously for AD 2014–12–13 are approved as AMOCs for the corresponding provisions of paragraphs (g) and (h) of this AD.

(5) Except as required by paragraph (j)(1) of this AD: For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (l)(5)(i) and (l)(5)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or sub-step is labeled “RC Exempt,” then the RC requirement is removed from that step or sub-step. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(m) Related Information

(1) For more information about this AD, contact Payman Soltani, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: 562–627–5313; fax: 562–627–5210; email: payman.soltani@faa.gov.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740; telephone 562–797–1717; internet <https://www.myboeingfleet.com>. You may view this referenced service information at the FAA, Transport Standards Staff, 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on December 28, 2017.

John P. Piccola, Jr.,

Acting Director, System Oversight Division, Aircraft Certification Service.

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CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Chapter II

[Docket No. CPSC–2017–0044]

Clothing Storage Unit Tip Overs; Extension of Comment Period

AGENCY: Consumer Product Safety Commission.

ACTION: Advance notice of proposed rulemaking; extension of comment period.

SUMMARY: The Consumer Product Safety Commission (Commission or CPSC) published an advance notice of proposed rulemaking (ANPR) regarding clothing storage unit (CSU) tip overs in the **Federal Register** on November 30, 2017. The ANPR invited the public to submit written comments during a 60-day comment period, beginning on the ANPR publication date. In response to a request for an extension of the comment period, the Commission is extending the comment period by 75 days.

DATES: Submit comments by April 14, 2018.

ADDRESSES: You may submit comments, identified by Docket No. CPSC–2017–0044, electronically or in writing:

Electronic Submissions: You may submit electronic comments to the Federal eRulemaking Portal at: <http://www.regulations.gov>, by following the instructions for submitting comments. The Commission does not accept comments submitted by electronic mail (email), except through www.regulations.gov.

Written Submissions: You may submit written comments by mail, hand delivery, or courier to: Office of the Secretary, Consumer Product Safety Commission, Room 820, 4330 East West Highway, Bethesda, MD 20814; telephone (301) 504–7923.

Instructions: All submissions must include the agency name and docket number for this notice. All comments may be posted to: <http://www.regulations.gov> without change, including any personal identifiers, contact information, or other personal information. Do not submit confidential business information, trade secret information, or other sensitive or protected information that you do not want to be available to the public. If you submit such information, the Commission recommends that you do so by mail, hand delivery, or courier.

Docket: To read background documents or comments regarding this rulemaking, go to: <http://www.regulations.gov>, insert docket number CPSC–2017–0044 in the “Search” box, and follow the prompts.

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SUPPLEMENTARY INFORMATION: On November 30, 2017, the Commission published an ANPR in the **Federal Register**, initiating rulemaking under the Consumer Product Safety Act (15 U.S.C. 2051–2089) and seeking comments and information regarding the risk of injury associated with CSU tip overs. 82 FR 56752. The ANPR provided a 60-day comment period, which will close on January 29, 2018. The American Home Furnishings Alliance (AHFA) has requested that the Commission extend the comment period an additional 75 days, given AHFA’s pending Freedom of Information Act (5 U.S.C. 552) request for the raw data underlying the ANPR; the numerous subjects on which the ANPR seeks comments; and the time necessary to analyze the preliminary findings, complex issues, and substantial amount of data in the ANPR.

The Commission grants this request, extending the comment period for an additional 75 days, until April 14, 2018.

Alberta E. Mills,

Acting Secretary, Consumer Product Safety Commission.

[FR Doc. 2018–00552 Filed 1–16–18; 8:45 am]

BILLING CODE 6355–01–P

TENNESSEE VALLEY AUTHORITY

18 CFR Part 1304

RIN 3316–AA23

Floating Cabin Regulation

AGENCY: Tennessee Valley Authority.

ACTION: Proposed rule.

SUMMARY: The Tennessee Valley Authority (TVA) is proposing to amend its regulations that govern floating cabins located on the Tennessee River and its tributaries. The mooring of floating cabins on the TVA reservoir system has increased, and TVA has determined that this poses an unacceptable risk to navigation, safety, and the environment. Left unaddressed, floating cabins convert the public waters under TVA’s management to private use. The proposed amendments would re-define nonnavigable houseboats and floating cabins using one term—“floating cabins”—and prohibit new floating cabins on TVA-managed reservoirs after December 16, 2016. The proposed amendments also include limited mooring standards, limitations on expansions of floating cabins, and requirements for owners to register their