

address on March 19, 2018. Until March 19, 2018, the Commission will continue to reside and receive mail at 999 E Street NW, Washington, DC 20463.

The Commission is promulgating these amendments without advance notice or an opportunity for comment because they fall under the “good cause” exemption of the Administrative Procedure Act, 5 U.S.C. 553(b)(B). The Commission finds that notice and comment are unnecessary here because these amendments are merely technical; they effect no substantive changes to any rule. For the same reason, these amendments fall within the “good cause” exception to the delayed effective date provisions of the Administrative Procedure Act and the Congressional Review Act, 5 U.S.C. 553(d)(3), 808(2). Moreover, because these amendments are exempt from the notice and comment procedure of the Administrative Procedure Act under 5 U.S.C. 553(b), the Commission is not required to conduct a regulatory flexibility analysis under 5 U.S.C. 603 or 604. See 5 U.S.C. 601(2), 604(a). Nor is the Commission required to submit these amendments for congressional review under the Federal Election Campaign Act of 1971, as amended, the Presidential Election Campaign Fund Act, as amended, or the Presidential Primary Matching Payment Account Act, as amended. See 52 U.S.C. 30111(d)(1), (4) (providing for congressional review when Commission “prescribe[s] a ‘rule of law’”); 26 U.S.C. 9009(c)(1), (4), 9039(c)(1), (4) (same).

#### List of Subjects in 11 CFR Part 1

Privacy.

For the reasons set out in the preamble, the Federal Election Commission amends 11 CFR chapter I as follows:

#### PART 1—PRIVACY ACT

- 1. The authority citation for part 1 continues to read as follows:

**Authority:** U.S.C. 552a.

##### § 1.2 [Amended]

- 2. Amend § 1.2 in the definition for “Commission” by removing “March 5, 2018” and adding in its place “March 19, 2018”.

On behalf of the Commission.

Dated: March 1, 2018.

**Caroline C. Hunter,**

*Chair, Federal Election Commission.*

[FR Doc. 2018-04698 Filed 3-8-18; 8:45 am]

**BILLING CODE 6715-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2018-0164; Product Identifier 2018-NM-026-AD; Amendment 39-19220; AD 2018-05-11]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Airplanes

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Airbus Model A320-214, -251N, and -271N airplanes. This AD requires an inspection for any damaged bolt and nut in each cargo fire extinguishing bottle installation, and replacement of any damaged bolt and nut. This AD was prompted by a report that a dynamometric key, previously used for installing the cargo fire extinguishing bottle system, was out of tolerance. As a result, an incorrect torque value may have been applied to the bolts maintaining the fire extinguishing bottles in place. We are issuing this AD to address the unsafe condition on these products.

**DATES:** This AD becomes effective March 26, 2018.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 26, 2018.

We must receive comments on this AD by April 23, 2018.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

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

- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this final rule, contact Airbus, Airworthiness Office—EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac

Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); internet <http://www.airbus.com>. You may view this referenced service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0164.

#### 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-2018-0164; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2018-0038, dated February 7, 2018 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Airbus Model A320-214, -251N, and -271N airplanes. The MCAI states:

During a periodic check on the final assembly line, a dynamometric key, previously used for installing the cargo fire extinguishing bottle system, was found out of tolerance. As a consequence, an incorrect torque value may have been applied to the screws maintaining the fire extinguishing bottle in place. Vibration during normal operation of the aeroplane could further loosen these screws.

This condition, if not detected and corrected, could lead to disconnection of a cargo fire extinguishing bottle, possibly resulting in loss of the fire protection system in the lower deck cargo compartment.

Prompted by this finding, Airbus issued [Alert Operators Transmission] AOT A26N003-16 (later revised) to provide

instructions to apply the correct torque value(s).

For the reason described above, this [EASA] AD requires a one-time inspection of the screws of each cargo fire extinguishing bottle installation and, depending on findings, replacement of screws and re-installation of the system.

You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0164.

**Related Service Information Under 1 CFR Part 51**

Airbus has issued Alert Operators Transmission A26N003-16, Revision 01, dated June 12, 2017. The service information describes procedures for a general visual inspection for any damaged bolt and nut in each cargo fire extinguishing bottle installation, and replacement of all damaged bolts and nuts. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

**FAA’s Determination and Requirements of This AD**

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

**FAA’s Determination of the Effective Date**

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because of the possibility of loss of the fire protection system in the lower deck cargo compartment. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

**Comments Invited**

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA-2018-0164; Product Identifier 2018-NM-026-AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD based on those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

**Costs of Compliance**

We estimate that this AD affects 2 airplanes of U.S. registry. We estimate the following costs to comply with this AD:

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection .....	1 work-hour × \$85 per hour = \$85 .....	\$0	\$85	\$170

We have received no definitive data that would enable us to provide cost estimates for the on-condition actions specified in this AD.

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. “Subtitle VII: Aviation Programs,” describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in “Subtitle VII, Part A, Subpart III, Section 44701: General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on

products identified in this rulemaking action.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes to the Director of the System Oversight Division.

**Regulatory Findings**

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

1. Is not a “significant regulatory action” under Executive Order 12866;
2. Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);
3. Will not affect intrastate aviation in Alaska; and
4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

## PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

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

### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2018–05–11 Airbus:** Amendment 39–19220; Docket No. FAA–2018–0164; Product Identifier 2018–NM–026–AD.

#### (a) Effective Date

This AD becomes effective March 26, 2018.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Airbus Model A320–214, –251N, and –271N airplanes, certificated in any category, having manufacturer serial numbers 07126, 07141, 07189, 07200, 07221, 07226, 07235, 07245, 07251, 07256, 07264, 07272, 07279, 07319, 07337 and 07340.

#### (d) Subject

Air Transport Association (ATA) of America Code 26, Fire Protection.

#### (e) Reason

This AD was prompted by a report that a dynamometric key, previously used for installing the cargo fire extinguishing bottle system, was out of tolerance. As a result, an incorrect torque value may have been applied to the bolts maintaining the fire extinguishing bottle in place. We are issuing this AD to detect and correct damaged bolts in the cargo fire extinguishing bottle system, which could lead to disconnection of a cargo fire extinguishing bottle, possibly resulting in loss of the fire protection system in the lower deck cargo compartment.

#### (f) Compliance

Comply with this AD within the compliance times specified, unless already done.

#### (g) Inspection and Corrective Actions

Within 30 days after the effective date of this AD: Do a general visual inspection for any damaged bolt and nut in each cargo fire extinguishing bottle installation in accordance with the instructions in Airbus Alert Operators Transmission A26N003–16, Revision 01, dated June 12, 2017.

(1) If any damaged bolt or nut is detected, before further flight, replace all damaged bolts and nuts, in accordance with the instructions in Airbus Alert Operators Transmission A26N003–16, Revision 01, dated June 12, 2017.

(2) If no damage is detected, before further flight, reinstall the bolts and nuts, in accordance with the instructions in Airbus Alert Operators Transmission A26N003–16, Revision 01, dated June 12, 2017.

Note 1 to paragraph (g) of this AD: No credit will be provided for accomplishment of the actions in the original issue of Airbus

Alert Operators Transmission A26N003–16 because the torque values were incorrect.

#### (h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

#### (i) Special Flight Permits

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), may be issued to operate the airplane to a location where the requirements of this AD can be accomplished, provided no cargo is in the lower deck of the cargo compartment.

#### (j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2018–0038, dated February 7, 2018, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2018–0164.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3223.

#### (k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Airbus Alert Operators Transmission A26N003–16, Revision 01, dated June 12, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus, Airworthiness

Office—ELIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); internet <http://www.airbus.com>.

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on February 28, 2018.

**Michael Kaszycki,**

*Acting Director, System Oversight Division, Aircraft Certification Service.*

[FR Doc. 2018–04646 Filed 3–8–18; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2018–0177; Product Identifier 2017–SW–138–AD; Amendment 39–19218; AD 2018–05–09]

RIN 2120–AA64

#### Airworthiness Directives; Airbus Helicopters

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters. This AD requires inspecting the tail rotor (T/R) flapping hinge link (hinge) and reporting the results. This AD is prompted by a report of a damaged flapping hinge link. The actions of this AD are intended to prevent an unsafe condition on these products.

**DATES:** This AD becomes effective March 26, 2018.

The Director of the Federal Register approved the incorporation by reference of a certain document listed in this AD as of March 26, 2018.

We must receive comments on this AD by May 8, 2018.

**ADDRESSES:** You may send comments by any of the following methods:

- *Federal eRulemaking Docket:* Go to <http://www.regulations.gov>. Follow the