implementing the proposed action or notice of availability prior to announced in the same manner as the other source, will normally be significant impact that are prompted by information provided in the NEPA environmental documents.

§ 372.7 Planning and decision points and public involvement.

(b) * * *

(4) All environmental documents and comments received will be made available to the public via Regulations.gov.

§ 372.6 Early planning.

Prospective applicants are encouraged to contact APHIS program officials to determine what types of environmental analyses or documentation, if any, need to be prepared.

§ 372.9 [Amended]

■ 12. Newly redesignated § 372.9 is amended by removing the second sentence and the word “administrative” in the last sentence.

§ 372.10 Process for rapid response to emergencies.

When it is determined (by the Administrator or the delegated Agency official responsible for environmental review) that an emergency exists that requires immediate action before preparing and completing the usual NEPA review, then the provisions of this section apply.

(a) The Administrator or the delegated Agency official responsible for environmental review will consider the probable environmental consequences of the emergency action and mitigate foreseeable adverse environmental effects to the extent practicable.

(b) If a proposed emergency action is normally analyzed in an environmental assessment as described in §372.5 and the nature and scope of proposed emergency actions are such that there is insufficient time to prepare an EA and FONSI before commencing the proposed action, the Administrator shall consult with APHIS’ Chief of Environmental and Risk Analysis Services about alternative arrangements for NEPA compliance. APHIS’ Chief of Environmental and Risk Analysis Services may authorize emergency alternative arrangements for completing the required NEPA compliance documentation. Any alternative arrangements must be documented and notice of their use provided to CEQ.

(c) If a proposed emergency action is likely to result in significant environmental impacts, then APHIS will immediately consult with CEQ and request alternative arrangements in accordance with CEQ regulations at 40 CFR 1506.11. Such alternative arrangements will apply only to the proposed actions necessary to control the immediate impacts of the emergency. Other proposed actions remain subject to NEPA analysis and documentation in accordance with the CEQ regulations and these regulations.

Done in Washington, DC, this 18th day of May 2018.

Greg Ibach,
Under Secretary, Marketing and Regulatory Programs.

[FR Doc. 2018–11083 Filed 5–23–18; 8:45 am]
BILLING CODE 3410–34–P

DEPARTMENT OF AGRICULTURE
Rural Utilities Service

7 CFR Part 1773

RIN 0572–AC33

Policy on Audits of RUS Borrowers and Grantees

AGENCY: Rural Utilities Service, USDA.

ACTION: Final rule with request for comment; correction; delay of effective date; extension of comment period.

SUMMARY: The Rural Utilities Service (RUS) is correcting a final rule with request for comment that appeared in the Federal Register on May 7, 2018, and is extending the comment period and delaying the effective date. The document amended regulations regarding its Policy on Audits to incorporate 2011 revisions to the Generally Accepted Government Auditing Standards (GAGAS) issued by the Government Accountability Office (GAO), the clarified audit standards issued by the American Institute of Certified Public Accountants (AICPA) in 2011, and Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, Subpart F, Audit Requirements, issued by the Office of Management and Budget on December 26, 2013, and adopted by USDA on December 26, 2014. The document also expanded and clarified the regulations to: Include grant recipients, amend peer review requirements, amend reporting requirements, expand the options for the electronic filing of audits, and clarify a number of existing audit requirements, and amended the title to reflect this change.


Applicability Date: The final rule published in the Federal Register on Monday, May 7, 2018 (83 FR 19905), is applicable for financial audits for
periods ending on or after December 15, 2018.

Comment Date: The comment due date for the final rule published in the Federal Register on Monday, May 7, 2018 (83 FR 19905), is extended. Comments must be received by RUS on or before June 22, 2018.

ADDRESSES: Submit comments by either of the following methods:


SUPPLEMENTARY INFORMATION: In FR Doc. 2018–09501, appearing on page 19906 in the Federal Register of May 7, 2018, the following correction is made:

Background [Corrected]


Dated: May 18, 2018.

Kenneth L. Johnson,
Administrator, Rural Utilities Service.

[FR Doc. 2018–11088 Filed 5–23–18; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc., Airplanes

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

ACTION: Final rule.

SUMMARY: We are superseding Airworthiness Directive (AD) 2016–11–02, which applied to all Bombardier, Inc., Model CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes; Model CL–600–2D15 (Regional Jet Series 705) airplanes; Model CL–600–2D24 (Regional Jet Series 900) airplanes; and Model CL–600–2E25 (Regional Jet Series 1000) airplanes. AD 2016–11–02 required repetitive inspections of the upper and lower engine pylons for protruding, loose, or missing fasteners; and repair if necessary. This AD continues to require the repetitive inspections of the upper and lower engine pylons for protruding, loose, or missing fasteners; and repair if necessary. This AD also requires replacement of affected fasteners, which terminates the inspections. This AD was prompted by reports of loose or missing fasteners and collars on the upper and lower engine pylon structure common to the upper and lower pylon skin panels and engine thrust fitting. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective June 28, 2018.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of June 28, 2018.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of June 10, 2016 (81 FR 33371, May 26, 2016).

ADDRESSES: For service information identified in this final rule, contact Bombardier, Inc., 400 Côte Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–5000; fax 514 855–7401; email thd.crj@ aero.bombardier.com; internet http://www.bombardier.com. You may view this referenced service information at the FAA, Transport Standards Branch, 2200 South 216th Street, 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–2017–0530.

Examine 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–2017–0530; or in person at the Docket Management Facility 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 address for the Docket Office (telephone 800–647–5527) is Docket Management Facility, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.


SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2016–11–02, Amendment 39–18529 (81 FR 33371, May 26, 2016) (“AD 2016–11–02”). AD 2016–11–02 applied to all Bombardier, Inc., Model CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes; Model CL–600–2D15 (Regional Jet Series 705) airplanes; Model CL–600–2D24 (Regional Jet Series 900) airplanes; and Model CL–600–2E25 (Regional Jet Series 1000) airplanes. The NPRM published in the Federal Register on June 12, 2017 (82 FR 26864). The NPRM was prompted by reports of loose or missing fasteners and collars on the upper and lower engine pylon structure common to the upper and lower pylon skin panels and engine thrust fitting. The NPRM proposed to continue to require the repetitive inspections of the upper and lower engine pylons for protruding, loose, or missing fasteners; and repair if necessary. The NPRM also proposed to require replacement of affected fasteners, which terminates the inspections. We are issuing this AD to prevent protruding, loose, or missing fasteners, which could result in structural failure of the engine pylons.

Transport Canada Civil Aviation (TCCA), which is the aviation authority...