

Textron apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, these special conditions would apply to that model as well.

#### Conclusion

This action affects only a certain novel or unusual design feature on one model series of airplanes. It is not a rule of general applicability.

#### List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

#### Authority Citation

The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40113, 44701, 44702, 44704.

#### The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Textron Aviation Inc. Model 700 series airplane:

In lieu of § 25.1353(b)(1) through (b)(4) at Amendment 25-123, each rechargeable lithium battery installation must:

1. Be designed to maintain safe cell temperatures and pressures under all foreseeable operating conditions to prevent fire and explosion.
2. Be designed to prevent the occurrence of self-sustaining, uncontrollable increases in temperature or pressure, and automatically control the charge rate of each cell to protect against adverse operating conditions, such as cell imbalance, back charging, overcharging and overheating.
3. Not emit explosive or toxic gases, either in normal operation or as a result of its failure, that may accumulate in hazardous quantities within the airplane.
4. Meet the requirements of § 25.863.
5. Not damage surrounding structure or adjacent systems, equipment, or electrical wiring from corrosive fluids or gases that may escape in such a way as to cause a major or more-severe failure condition.
6. Have provisions to prevent any hazardous effect on airplane structure or systems caused by the maximum amount of heat it can generate due to any failure of it or its individual cells.
7. Have a failure sensing and warning system to alert the flight crew if its failure affects safe operation of the airplane.
8. Have a monitoring and warning feature that alerts the flightcrew when

its charge state falls below acceptable levels if its function is required for safe operation of the airplane.

9. Have a means to automatically disconnect from its charging source in the event of an over-temperature condition, cell failure or battery failure.

Issued in Des Moines, Washington, on May 23, 2018.

**Victor Wicklund,**

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

[FR Doc. 2018-11455 Filed 5-31-18; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2017-1063; Product Identifier 2017-SW-088-AD; Amendment 39-19291; AD 2018-11-03]**

**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) Airbus Helicopters Model SA-365C, SA-365C1, and SA-365C2 helicopters. This AD requires establishing a life limit of 2,000 hours time-in-service (TIS) for the Starflex star/mast connecting bolt (bolt) and removing from service each bolt that exceeds its life limit. This AD is prompted by the discovery that the bolt's life limit was not included in helicopter maintenance records. The actions of this AD are intended to prevent an unsafe condition on these products.

**DATES:** This AD becomes effective June 18, 2018.

We must receive comments on this AD by July 31, 2018.

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

- *Federal eRulemaking Docket:* Go to <http://www.regulations.gov>. Follow the online instructions for sending your comments electronically.

- *Fax:* 202-493-2251.

- *Mail:* Send comments to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

- *Hand Delivery:* Deliver to the "Mail" address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

#### 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-2017-1063; 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 European Aviation Safety Agency (EASA) AD, any comments received, and other information. The street address for Docket Operations Office (telephone 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

For service information identified in this final rule, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at [http://www.helicopters.airbus.com/website/en/ref/Technical-Support\\_73.html](http://www.helicopters.airbus.com/website/en/ref/Technical-Support_73.html). 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.

**FOR FURTHER INFORMATION CONTACT:** Matt Fuller, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email [matthew.fuller@faa.gov](mailto:matthew.fuller@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments prior to it becoming effective. However, we invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that resulted from adopting this AD. The most helpful comments reference a specific portion of the AD, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit them only one time. We will file in the docket all comments that we receive, as well as a report summarizing

each substantive public contact with FAA personnel concerning this rulemaking during the comment period. We will consider all the comments we receive and may conduct additional rulemaking based on those comments.

#### Discussion

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD No. 2016-0115-E, dated June 16, 2016, to correct an unsafe condition for Airbus Helicopters Model SA-365C, SA-365C1, SA-365C2, and SA-365C3 helicopters. EASA advises that the 2,000 flight hour life limit for the bolts was not referenced in the helicopter maintenance documentation. EASA states that some helicopters are therefore likely to continue flying with these bolts past their life limit. This condition, if not detected and corrected, could lead to bolt failure, resulting in main rotor mast, hub or blade damage and reduced helicopter control, EASA advises. As a result, the EASA AD requires replacing the bolts if they have reached or exceeded 2,000 flight hours, if the bolt part number (P/N) cannot be identified, or if the number of flight hours of the bolt is not known. The EASA AD also requires maintaining the continuous airworthiness records for the bolts.

#### FAA's Determination

These helicopters have been approved by the aviation authority of France and are approved for operation in the United States. Pursuant to our bilateral agreement with France, EASA, its technical representative, has notified us of the unsafe condition described in the EASA AD. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs.

#### Related Service Information

Airbus Helicopters has issued Emergency Alert Service Bulletin No. SA365 65.51, Revision 0, dated June 2, 2016. This service information establishes a life limit of 2,000 flight hours for certain bolts installed on Airbus Helicopters Model SA-365C, SA-365C1, SA-365C2, and SA-365C3 helicopters and specifies replacing the bolts if necessary.

#### AD Requirements

This AD requires the following before further flight:

- Removing from service any bolt P/N 365A31-1182-20, 365A31-1182-21, 365A31-1183-20, 365A31-1183-21,

365A31-1928-20, or 365A31-1143-20 that has accumulated 2,000 or more hours TIS or any bolt for which the hours TIS is unknown. Thereafter, removing from service each bolt P/N 365A31-1182-20, 365A31-1182-21, 365A31-1183-20, 365A31-1183-21, 365A31-1928-20, or 365A31-1143-20 before it accumulates 2,000 hours TIS.

- Removing from service any bolt with a P/N not listed in the AD or any bolt for which you cannot determine the P/N.

- Creating a component history card or equivalent record for each bolt P/N 365A31-1182-20, 365A31-1182-21, 365A31-1183-20, 365A31-1183-21, 365A31-1928-20, or 365A31-1143-20 and recording a life limit of 2,000 hours TIS.

#### Differences Between This AD and the EASA AD

The EASA AD applies to Airbus Helicopters Model SA-365C3 helicopters. This AD does not because the SA-365C3 helicopter has no FAA type certificate.

#### Costs of Compliance

There are no costs of compliance with this AD because there are no helicopters with this type certificate on the U.S. Registry.

#### FAA's Justification and Determination of the Effective Date

There are no helicopters with this type certificate on the U.S. Registry. We believe it is therefore unlikely that we will receive any adverse comments or useful information about this AD from U.S. operators.

Therefore, we find good cause that notice and opportunity for prior public comment are unnecessary. In addition, for the reasons stated above, we find that good cause exists for making this amendment effective in less than 30 days.

#### 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.

#### 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, I certify that this AD:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);
3. Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction; 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):

#### 2018-11-03 Airbus Helicopters:

Amendment 39-19291; Docket No. FAA-2017-1063; Product Identifier 2017-SW-088-AD.

#### (a) Applicability

This AD applies to Airbus Helicopters Model SA-365C, SA-365C1, and SA-365C2 helicopters, certificated in any category.

#### (b) Unsafe Condition

This AD defines the unsafe condition as a Starflex star/mast connecting bolt (bolt) remaining in service beyond its fatigue life. This condition could result in failure of a

bolt, leading to failure of the main rotor blade mast, hub, or blade and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective June 18, 2018.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

Before further flight:

(1) Remove from service any bolt part number (P/N) 365A31-1182-20, 365A31-1182-21, 365A31-1183-20, 365A31-1183-21, 365A31-1928-20, or 365A31-1143-20 that has accumulated 2,000 or more hours time-in-service (TIS), or any bolt for which the hours TIS is unknown. Thereafter, remove from service each bolt P/N 365A31-1182-20, 365A31-1182-21, 365A31-1183-20, 365A31-1183-21, 365A31-1928-20, or 365A31-1143-20 before accumulating 2,000 hours TIS.

(2) Remove from service any bolt with a P/N not listed in paragraph (e)(1) of this AD or for which the P/N is unknown.

(3) Create a component history card or equivalent record for each bolt P/N 365A31-1182-20, 365A31-1182-21, 365A31-1183-20, 365A31-1183-21, 365A31-1928-20, and 365A31-1143-20 and record a life limit of 2,000 hours TIS.

**(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email [9-ASW-FTW-AMOC-Requests@faa.gov](mailto:9-ASW-FTW-AMOC-Requests@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(g) Additional Information**

(1) Airbus Helicopters Emergency Alert Service Bulletin No. 65.51, Revision 0, dated June 2, 2016, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at [http://www.helicopters.airbus.com/website/en/ref/Technical-Support\\_73.html](http://www.helicopters.airbus.com/website/en/ref/Technical-Support_73.html). You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD

No. 2016-0115-E, dated June 16, 2016. You may view the EASA AD on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-1063.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

Issued in Fort Worth, Texas, on May 16, 2018.

**Scott A. Horn,**

*Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2018-11446 Filed 5-31-18; 8:45 am]

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**SECURITIES AND EXCHANGE COMMISSION**

**17 CFR Parts 200 and 201**

[Release No. 34-83325]

**Technical Amendments to Rules of Practice and Rules of Organization; Conduct and Ethics; and Information and Requests**

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Final rule; technical amendments.

**SUMMARY:** The Securities and Exchange Commission (“SEC” or “Commission”) is making technical amendments to certain rules of organization and rules of practice to indicate that Commission materials will no longer be compiled and published as the “SEC Docket” (“SEC Docket” or “Docket”), but will continue to be available on the SEC public website.

**DATES:** *Effective Date:* June 1, 2018.

**FOR FURTHER INFORMATION CONTACT:** Hannah Riedel, Senior Counsel, (202) 551-5150, Office of the General Counsel, Securities and Exchange Commission or J. Lynn Taylor, Assistant Secretary, (202) 551-5400, Office of the Secretary, 100 F Street NE, Washington, DC 20549-9150.

**SUPPLEMENTARY INFORMATION:**

**I. Background**

In 1972, the Commission began compiling and publishing Commission orders and rulemaking releases in an SEC Docket for weekly dissemination to the public. The Commission has determined that publishing the SEC Docket is no longer a cost-efficient way to disseminate information to the public because all materials appearing in the SEC Docket have already been posted upon release on the SEC public website at [www.sec.gov](http://www.sec.gov).

In 2013, facing increases in publication costs and dwindling subscription numbers, the Commission began publishing the Docket electronically on the SEC website. Producing and posting the SEC Docket electronically continues to require significant staff resources. The Office of the Secretary estimates that approximately 600 staff hours are expended annually to prepare the Docket. Moreover, with Docket materials already posted elsewhere on the website several weeks before the Docket is completed and published, the Docket generally receives less than 0.01% of all SEC website traffic.

Accordingly, the Commission plans to immediately discontinue publication of the SEC Docket but to continue posting these materials on the SEC website in real time. In light of this change, the Commission is adopting technical amendments to Title 17, Chapter II of the Code of Federal Regulations to eliminate references to the SEC Docket and, where appropriate, replace references to the SEC Docket with references to the SEC website.

**II. Administrative Law Matters**

The Commission finds, in accordance with the Administrative Procedure Act (“APA”), that these revisions relate solely to agency organization, procedures, or practice and do not constitute a substantive rule. Accordingly, the APA’s provisions regarding notice of rulemaking, opportunity for public comment, and advance publication of the amendments are not applicable.<sup>1</sup> For the same reason, and because these amendments do not affect the rights or obligations of non-agency parties, the provisions of the Small Business Regulatory Enforcement Fairness Act are not applicable.<sup>2</sup> Additionally, the provisions of the Regulatory Flexibility Act, which apply only when notice and comment are required by the APA or other law, are not applicable.<sup>3</sup> These amendments do not contain any collection of information requirements as defined by the Paperwork Reduction Act of 1995.<sup>4</sup> Further, because the amendments impose no new burdens on private parties, the Commission does not believe that the amendments will have any impact on competition for purposes of Section 23(a)(2) of the Exchange Act.<sup>5</sup>

<sup>1</sup> 5 U.S.C. 553.

<sup>2</sup> 5 U.S.C. 804(3)(C).

<sup>3</sup> 5 U.S.C. 601 *et seq.*

<sup>4</sup> 44 U.S.C. 3501 *et seq.*

<sup>5</sup> 15 U.S.C. 78w.