

United States House of Representatives under 2 U.S.C. 4501, and the average annual income that the candidate earned during the most recent five calendar years in which the candidate earned income prior to becoming a candidate. The committee must calculate compensation, minimum annual salary, and average annual income at the daily rate, rounded to the nearest dollar.

(iii) For the purposes of this paragraph, *compensation* means direct payments to the candidate unless the payments are otherwise permitted by law, such as candidate expense reimbursements and candidate loan repayments under 11 CFR part 116.

(iv) The candidate's principal campaign committee must reduce the maximum amount of candidate compensation permissible under this paragraph (g)(6) by the amount of any earned income the candidate receives from any other source after filing a Statement of Candidacy under 11 CFR 101.1(a).

(v)(A) Compensation shall not accrue or be paid to a candidate before the date the candidate files a Statement of Candidacy with the Commission. *See* 11 CFR 101.1(a).

(B) A candidate's principal campaign committee may pay the candidate compensation from campaign funds up to 20 days after the candidate wins the general election, general election runoff, special election, or special election runoff, or otherwise ceases to be a candidate, such as by losing an election or withdrawing from the race.

(vi) Any principal campaign committee seeking to settle debts for less than the full value may not pay compensation to the candidate or settle or satisfy a debt to a candidate for compensation.

(vii) The candidate must provide evidence of earned income from the relevant years upon the request of the Commission. Any such evidence of earned income must be maintained and preserved for three years after the report disclosing the disbursement is filed, pursuant to 11 CFR 102.9 and 104.14(b).

Dated: December 14, 2023.

On behalf of the Commission,

**Dara S. Lindenbaum,**

*Chair, Federal Election Commission.*

[FR Doc. 2023-27906 Filed 12-29-23; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2023-1706; Project Identifier MCAI-2023-00039-T; Amendment 39-22625; AD 2023-24-08]

RIN 2120-AA64

#### Airworthiness Directives; Bombardier, Inc., Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes. This AD was prompted by reports that the nose wheel steering selector valve (SSV) can be slow to deactivate under low temperature conditions. This AD requires replacing the affected SSV with a re-designed SSV that has an improved response time. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective February 6, 2024.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of February 6, 2024.

#### ADDRESSES:

**AD Docket:** You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-1706; 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 final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations 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.

#### Material Incorporated by Reference:

- For service information identified in this final rule, contact Bombardier Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-2999; email [ac.yul@aero.bombardier.com](mailto:ac.yul@aero.bombardier.com); website [bombardier.com](https://www.bombardier.com).

- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety 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 at

[regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-1706.

#### FOR FURTHER INFORMATION CONTACT:

Gabriel Kim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email [9-avs-nyaco-cos@faa.gov](mailto:9-avs-nyaco-cos@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes. The NPRM published in the **Federal Register** on August 9, 2023 (88 FR 53823). The NPRM was prompted by AD CF-2023-02, dated January 11, 2023, issued by Transport Canada, which is the aviation authority for Canada (referred to after this as the MCAI). The MCAI states that following a runway excursion on a different model, an investigation revealed that the nose wheel SSV can be slow to deactivate under low temperature conditions. A similar SSV is installed on the airplanes to which this AD is applicable. In the event of an un-commanded steering input, a slow SSV deactivation could lead to a delayed transition to free caster mode and result in an aircraft runway excursion.

In the NPRM, the FAA proposed to require replacing the affected SSV with a re-designed SSV that has an improved response time. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-1706.

#### Discussion of Final Airworthiness Directive

##### Comments

The FAA received a comment from NetJets. The following presents the comment received on the NPRM and the FAA's response.

#### Request To Add Bombardier Part Numbers

NetJets suggested adding Bombardier part numbers GW415-6275-1 & GW415-6275-3 to paragraph (g) of the proposed AD, in addition to Safran part numbers, as stated in SB 700-32-6021, paragraph 3., MATERIAL INFORMATION. NetJets stated that, at new aircraft delivery, the Bombardier part numbers are provided in the documentation of the aircraft. The FAA infers that NetJets would like to ensure the proper identification of the parts.

The FAA concurs with the suggestion. To aid in identifying the parts, paragraph (g) of this AD has been changed to add the referenced Bombardier part numbers.

### Conclusion

This product has been approved by the aviation authority of another country and is approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered the comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe

condition on this product. Except for minor editorial changes, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

### Related Service Information Under 1 CFR Part 51

The FAA reviewed the following Bombardier service information.

- Service Bulletin 700–32–044, Revision 01, dated December 7, 2022.
- Service Bulletin 700–32–6021, Revision 01, dated December 7, 2022.
- Service Bulletin 700–32–6507, Revision 01, dated December 7, 2022.
- Service Bulletin 700–1A11–32–031, Revision 01, dated December 7, 2022.

- Service Bulletin 700–32–5021, Revision 01, dated December 7, 2022.

- Service Bulletin 700–32–5507, Revision 01, dated December 7, 2022.

This service information specifies procedures for replacing the affected SSV with a re-designed SSV. These documents are distinct since they apply to different airplane configurations. 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.

### Costs of Compliance

The FAA estimates that this AD affects 442 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

### ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
4 work-hours × \$85 per hour = \$340 .....	\$5,542	\$5,882	Up to \$2,599,844.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

### 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.

The FAA is 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

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) Will not affect intrastate aviation in Alaska, and
- (3) 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.

### 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:

**2023–24–08 Bombardier, Inc.:** Amendment 39–22625; Docket No. FAA–2023–1706; Project Identifier MCAI–2023–00039–T.

### (a) Effective Date

This airworthiness directive (AD) is effective February 6, 2024.

### (b) Affected ADs

None.

### (c) Applicability

This AD applies to the Bombardier, Inc., airplanes, certificated in any category, identified in paragraphs (c)(1) through (6) of this AD.

(1) Model BD–700–1A10 airplanes, as identified in Bombardier Service Bulletin 700–32–044, Revision 01, dated December 7, 2022.

(2) Model BD–700–1A10 airplanes, as identified in Bombardier Service Bulletin 700–32–6021, Revision 01, dated December 7, 2022.

(3) Model BD–700–1A10 airplanes, as identified in Bombardier Service Bulletin 700–32–6507, Revision 01, dated December 7, 2022.

(4) Model BD–700–1A11 airplanes, as identified in Bombardier Service Bulletin 700–1A11–32–031, Revision 01, dated December 7, 2022.

(5) Model BD–700–1A11 airplanes, as identified in Bombardier Service Bulletin 700–32–5021, Revision 01, dated December 7, 2022.

(6) Model BD–700–1A11 airplanes, as identified in Bombardier Service Bulletin 700–32–5507, Revision 01, dated December 7, 2022.

### (d) Subject

Air Transport Association (ATA) of America Code 32, Landing gear.

### (e) Unsafe Condition

This AD was prompted by reports that the nose wheel steering selector valve (SSV) can be slow to deactivate under low temperature

conditions. The FAA is issuing this AD to address a possible delayed transition to free caster mode in the event of an un-commanded steering input. The unsafe condition, if not addressed, could result in an aircraft runway excursion.

**(f) Compliance**

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

**(g) Required Action**

Within 66 months or 3,200 flight hours, whichever occurs first after the effective date of this AD: Replace SSV part number (P/N)

23600–101 (Bombardier P/N GW415–6275–1) with SSV P/N 23600–103 (Bombardier P/N GW415–6275–3) in accordance with the Accomplishment Instructions of the applicable Bombardier service bulletin listed in figure 1 to paragraph (g) of this AD.

**Figure 1 to Paragraph (g)—Service Bulletin References**

Model	Bombardier Service Bulletin	Issue Date
BD-700-1A10	700-32-044, Revision 01	December 7, 2022
BD-700-1A10	700-32-6021, Revision 01	December 7, 2022
BD-700-1A10	700-32-6507, Revision 01	December 7, 2022
BD-700-1A11	700-1A11-32-031, Revision 01	December 7, 2022
BD-700-1A11	700-32-5021, Revision 01	December 7, 2022
BD-700-1A11	700-32-5507, Revision 01	December 7, 2022

**(h) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraph (g) of this AD, if those

actions were performed before the effective date of this AD using the applicable Bombardier service bulletin listed in figure 2 to paragraph (h) of this AD.

**Figure 2 to Paragraph (h)—Credit Service Bulletins**

Model	Bombardier Service Bulletin	Issue Date
BD-700-1A10	700-32-044	November 24, 2022
BD-700-1A10	700-32-6021	November 24, 2022
BD-700-1A10	700-32-6507	November 24, 2022
BD-700-1A11	700-1A11-32-031	November 24, 2022
BD-700-1A11	700-32-5021	November 24, 2022
BD-700-1A11	700-32-5507	November 24, 2022

**(i) Additional AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Validation 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to ATTN: Program Manager, Continuing Operational Safety, at the address identified in paragraph (j)(2) of this AD or email to: [9-AVS-AIR-730-AMOC@faa.gov](mailto:9-AVS-AIR-730-AMOC@faa.gov). If mailing information, also submit information by email. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or Transport Canada or Bombardier, Inc.'s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

**(j) Additional Information**

(1) Refer to Transport Canada AD CF–2023–02, dated January 11, 2023, for related information. This Transport Canada AD may be found in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2023–1706.

(2) For more information about this AD, contact Gabriel Kim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email [9-avs-nyaco-cos@faa.gov](mailto:9-avs-nyaco-cos@faa.gov).

**(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) Bombardier Service Bulletin 700–32–044, Revision 01, dated December 7, 2022.

(ii) Bombardier Service Bulletin 700–32–6021, Revision 01, dated December 7, 2022.

(iii) Bombardier Service Bulletin 700–32–6507, Revision 01, dated December 7, 2022.

(iv) Bombardier Service Bulletin 700–1A11–32–031, Revision 01, dated December 7, 2022.

(v) Bombardier Service Bulletin 700–32–5021, Revision 01, dated December 7, 2022.

(vi) Bombardier Service Bulletin 700–32–5507, Revision 01, dated December 7, 2022.

(3) For service information identified in this AD, contact Bombardier Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-2999; email [ac.yul@aero.bombardier.com](mailto:ac.yul@aero.bombardier.com); website [bombardier.com](http://bombardier.com).

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety 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 material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on November 29, 2023.

**Victor Wicklund,**

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

[FR Doc. 2023-28800 Filed 12-29-23; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2023-2243; Project Identifier MCAI-2023-00699-T; Amendment 39-22631; AD 2023-25-04]

**RIN 2120-AA64**

#### Airworthiness Directives; Airbus SAS Airplanes

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

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

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2022-08-04, which applied to all Airbus SAS Model A300 series airplanes. AD 2022-08-04 required revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. Since the FAA issued AD 2022-08-04, the FAA has determined new or more restrictive airworthiness limitations are necessary. This AD continues to require the actions of AD 2022-08-04, and requires new or more restrictive airworthiness limitations, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective January 17, 2024.

The Director of the Federal Register approved the incorporation by reference

of a certain publication listed in this AD as of January 17, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of June 16, 2022 (87 FR 29037, May 12, 2022).

The FAA must receive comments on this AD by February 16, 2024.

**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 [regulations.gov](https://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:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**AD Docket:** You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-2243; 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 final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

**Material Incorporated by Reference:**

• For material incorporated by reference in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADS@easa.europa.eu](mailto:ADS@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

• You may view this service information at the FAA, Airworthiness Products Section, Operational Safety 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 at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-2243.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206-231-3225; email [dan.rodina@faa.gov](mailto:dan.rodina@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2023-2243;

Project Identifier MCAI-2023-00699-T" at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

**Confidential Business Information**

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Dan Rodina, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206-231-3225; email [dan.rodina@faa.gov](mailto:dan.rodina@faa.gov). Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

**Background**

The FAA issued AD 2022-08-04, Amendment 39-22007 (87 FR 29037, May 12, 2022) (AD 2022-08-04), for all Airbus SAS Model A300 series airplanes. AD 2022-08-04 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued AD 2021-0134, dated June 1, 2021 (EASA AD 2021-0134), to correct an unsafe condition.

AD 2022-08-04 required revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations described in Airbus A300