

(j) New Requirement of This AD: Replacement of Brake System Hydraulic Accumulators

For airplanes having serial numbers 20003 through 20347 inclusive: At the applicable time specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD, replace all brake system hydraulic accumulators having P/N 33-147500 or P/N 33-155500 that are not identified by the letter “E” or “NAE” after the serial number on the identification plate with an accumulator of the same part number that is identified by the letter “E” or “NAE” after the serial number. Do the replacement in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 100-32-21, dated May 24, 2012.

(1) For an accumulator that has accumulated more than 4,700 total flight cycles as of the effective date of this AD, inspect that accumulator within 300 flight cycles after the effective date of this AD.

(2) For an accumulator that has accumulated 4,700 or fewer total flight cycles as of the effective date of this AD, inspect that accumulator before it has accumulated 5,000 total flight cycles.

(3) For an accumulator on which it is not possible to determine the total flight cycles accumulated as of the effective date of this AD, inspect that accumulator within 300 flight cycles after the effective date of this AD.

(k) New Requirement of This AD: Additional Parts Installation Prohibition

For airplanes having serial numbers 20003 through 20347 inclusive: As of the effective date of this AD, no person may install on any airplane a hydraulic system accumulator having P/N 33-147500 or P/N 33-155500, on which the letter “E” or “NAE” is not after the serial number on the identification plate.

(l) New Requirement of This AD: Modification of the Inboard and Outboard Brake Accumulators

For airplanes having serial numbers 20003 through 20395 inclusive: Within 1,600 flight hours or 14 months after the effective date of this AD, whichever occurs first, modify (re-orient) the installation of the inboard and outboard brake accumulators, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 100-32-20, Revision 02, dated April 14, 2015.

(m) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (l) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 100-32-20, dated February 25, 2013; or Revision 01, dated March 5, 2015.

(n) New Requirement of This AD: Maintenance or Inspection Program Revision

For airplanes having serial numbers 20003 through 20604 inclusive: Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate life limit tasks 29-21-13-101, 32-43-37-101, and 32-44-05-101 of Chapter 5, Part 2, Airworthiness

Limitations, of Bombardier Challenger 300 BD-100 Time Limits/Maintenance Checks, Revision 17, dated December 15, 2016. The initial compliance time for the tasks is within the applicable time specified in that service information, or within 30 days after the effective date of this AD, whichever occurs later.

(o) No Alternative Actions and Intervals

After the maintenance or inspection program has been revised as required by paragraph (n) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (p)(1) of this AD.

(p) Other FAA AD Provisions

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, New York ACO 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 manager of the certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7300; fax: 516-794-5531. 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, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.’s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(q) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2011-41R1, dated March 27, 2017, for related information. This MCAI may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0161.

(2) For more information about this AD, contact Cesar Gomez, Aerospace Engineer, Airframe and Mechanical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7318; fax: 516-794-5531.

(3) For service information identified in this AD, 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 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.

Issued in Renton, Washington, on March 2, 2018.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2018-04719 Filed 3-8-18; 8:45 am]

BILLING CODE 4910-13-P

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Chapter II

[Docket No. CPSC-2018-0003]

Petition Requesting Rulemaking To Exempt Certain Head Protection Devices From the Safety Standard for Bicycle Helmets

AGENCY: Consumer Product Safety Commission.

ACTION: Notice.

SUMMARY: The U.S. Consumer Product Safety Commission (Commission or CPSC) received a petition from Hövding Sweden AB (petitioner or Hövding) requesting the Commission to exempt “inflatable head protective devices for bicyclists,” such as Hövding’s product, from the testing requirements of the Safety Standard for Bicycle Helmets, if such product complies with, and is certified to, requirements in another standard that Hövding states is appropriate to test such products. The Commission invites written comments concerning this petition.

DATES: Submit comments by May 8, 2018.

ADDRESSES: Submit comments, identified by Docket No. CPSC-2018-0003, by any of the following methods:

Electronic Submissions: Submit electronic comments to the Federal eRulemaking Portal at: <http://www.regulations.gov>. Follow the instructions for submitting comments. The Commission does not accept comments submitted by electronic mail (email), except through www.regulations.gov. The Commission encourages you to submit electronic comments by using the Federal eRulemaking Portal, as described above.

Written Submissions: Submit written comments by mail/hand delivery/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 received must include the agency name and

docket number for this notice. All comments received may be posted without change to <http://www.regulations.gov>, including any personal identifiers, contact information, or other personal information provided. 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 furnished at all, such information should be submitted by mail/hand delivery/courier.

Docket: For access to the docket to read background documents or comments received, go to: <http://www.regulations.gov>, insert docket number CPSC–2018–0003 into the “Search” box, and follow the prompts.

FOR FURTHER INFORMATION CONTACT: Rocky Hammond, Office of the Secretary, Consumer Product Safety Commission, 4330 East-West Highway, Bethesda, MD 20814; telephone: 301–504–6833; email: RHammond@cpsc.gov.

SUPPLEMENTARY INFORMATION: On December 15, 2017, Hövding submitted a petition requesting that the Commission exempt “inflatable head protective devices for bicyclists” from the testing requirements of the Safety Standard for Bicycle Helmets, 16 CFR part 1203 (Bike Helmet Standard), if such product complies with, and is certified to, requirements in a standard developed by SP Technical Research Institute of Sweden, SP-method 4439, *Inflatable head protective devices with electronic triggering system for pedal cyclists* (SP-Method 4439).¹

Hövding manufactures and markets a product that is intended to prevent or reduce head injuries to bicyclists in a crash. The Hövding product is worn around the cyclist’s neck, like a collar. In the event of a crash, it inflates to cover the rider’s head for a few seconds and then deflates. Hövding points out that the requirements in the Bike Helmet Standard only anticipate hard shell bike helmets and does not anticipate other types of designs that protect a cyclist’s head. Hövding states that protective devices like its product cannot meet the Bike Helmet Standard, as written, because the test procedures are not appropriate for these types of inflatable products. According to Hövding, the Swedish standard, SP-Method 4439, was designed to ensure that some of the performance criteria applied to hard shell helmets in the Bike Helmet Standard are applied to

inflatable head protection devices, sufficient to demonstrate that such products can protect a cyclist’s head in an accident.

By this notice, the Commission seeks comments concerning this petition. In particular, the Commission seeks comments on the following:

- Does an inflatable helmet provide equivalent or greater protection against skull fractures compared to a typical hard shell bicycle helmet? Please provide any underlying data or studies relevant to this issue.

- Does an inflatable helmet provide equivalent or greater protection against concussion compared to a typical hard shell bicycle helmet? Please provide any underlying data or studies relevant to this issue including identifying the source of any injury thresholds relied upon.

- Are there any crash scenarios where the deployment of an inflatable helmet will be too slow to protect the user?

- What modifications to the test method in 16 CFR 1203 would be needed to evaluate inflatable helmets for the positional stability, retention system strength, and impact attenuation requirements?

- What existing standards or other performance requirements could be used to evaluate the reliability and integrity of the deployment systems in inflatable helmets, such as sensors and batteries?

- What existing standards or other performance requirements could be used to evaluate the fit of inflatable helmets?

The petition is available at: <http://www.regulations.gov>, under Docket No. CPSC–2018–0003, Supporting and Related Materials. Alternatively, interested parties may obtain a copy of the petition by writing or calling the Office of the Secretary, Consumer Product Safety Commission, 4330 East-West Highway, Bethesda, MD 20814; telephone (301) 504–6833.

Alberta E. Mills,

Secretary, Consumer Product Safety Commission.

[FR Doc. 2018–04769 Filed 3–8–18; 8:45 am]

BILLING CODE 6355–01–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2018–0083]

RIN 1625–AA08

Safety Zone; Mississippi Sound, Biloxi, MS

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish a temporary safety zone for certain navigable waters on the Mississippi Sound over the Biloxi Harbor Channel in Biloxi, MS. The proposed rulemaking is necessary to provide for the safety of life and property on these navigable waters during the 2018 Biloxi Air Show. This proposed rulemaking would prohibit persons and vessels from entering the safety zone unless specifically authorized by the Captain of the Port Sector Mobile (COTP) or a designated representative. We invite your comments on this proposed rulemaking. **DATES:** Comments and related material must be received by the Coast Guard on or before April 9, 2018.

ADDRESSES: You may submit comments identified by docket number USCG–2018–0083 using the Federal eRulemaking Portal at <http://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rulemaking, call or email LT Kyle D. Berry, Sector Mobile, Waterways Management Division, U.S. Coast Guard; telephone 251–441–5940, email Kyle.D.Berry@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port Sector Mobile
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
PATCOM Patrol Commander
§ Section
U.S.C. United States Code

II. Background, Purpose, and Legal Basis

On January 3, 2018, the sponsor for the 2018 Biloxi Air Show submitted an application for a marine event permit

¹ Hövding requests that the Commission grant such exemption through an interim final rule to expedite Hövding’s ability to sell products in the U.S. market.