

contributions. 52 U.S.C. 30116(j). Under the Commission's implementing regulations, for personal loan amounts that in the aggregate exceed \$250,000, a campaign "[m]ay repay the entire amount of the personal loans using contributions" made before or on the date of the election, 11 CFR 116.1(b)(2), but "it must do so within 20 days of the election," 11 CFR 116.11(b)(1); (c)(1). If using post-election contributions, a campaign may repay only up to \$250,000 of the personal loans. 11 CFR 116.11(b)(2); 11 CFR 116.12.

On May 16, 2022, the Supreme Court of the United States ruled that section 304 of BCRA violates the Free Speech Clause of the First Amendment of the United States Constitution. The Supreme Court's ruling affirmed the same holding of the U.S. District Court for the District of Columbia. *Ted Cruz for Senate v. Federal Election Commission*, 542 F. Supp. 3d 1 (D.D.C. 2021). Accordingly, the Commission is removing the regulations implementing this unconstitutional statutory provision.

I. Deletion of 11 CFR 110.1(b)(3)(ii)(C)—Contributions by Persons Other Than Multicandidate Political Committees (52 U.S.C. 30116(a)(1))

Section 110.1(b)(3)(i) provides that contributions to a campaign for a particular election after the election has taken place may be made only to the extent that the contribution does not exceed a committee's net debts outstanding from such election. 11 CFR 110.1(b)(3)(i). The following paragraph (ii) further provides how net debts outstanding shall be determined, and it states that an authorized committee must reduce its calculated net debts by any outstanding candidate personal loan amounts more than \$250,000. 11 CFR 110.1(b)(3)(ii)(C). The regulation that reduces the calculation of net debts based on candidate personal loans exceeding \$250,000 was issued as a conforming edit to the regulations, 11 CFR 116.11 and 116.12 (*see below*), that implemented the statutory limitation on an authorized committee's repayment of candidate personal loans exceeding that amount. Increased Contribution and Coordinated Party Expenditure Limits for Candidates Opposing Self-Financed Candidates, 68 FR 3970, 3973 (Jan. 27, 2003). The Commission is removing 11 CFR 110.1(b)(3)(ii)(C) and making technical edits to 11 CFR 110.1(b)(3)(ii)(A) and (B).

II. Deletion of 11 CFR 116.11—Restriction on an Authorized Committee's Repayment of Personal Loans Exceeding \$250,000 Made by the Candidate to the Authorized Committee

Section 116.11 implements section 304 of BCRA and provides for relevant limitations on the repayment of candidate personal loans aggregating in excess of \$250,000 by an authorized committee. 11 CFR 116.11. The Commission is removing § 116.11 in its entirety.

III. Deletion of 11 CFR 116.12—Repayment of Candidate Loans of \$250,000 or Less

Section 116.12 provides that a campaign committee is authorized to repay a candidate's personal loans less than \$250,000 with contributions made before, on, or after the date of the election. 11 CFR 116.2. The Commission is removing § 116.12 in its entirety.

List of Subjects

11 CFR Part 110

Contribution and expenditure limitations and prohibitions.

11 CFR Part 116

Debts owed by candidates and political committees.

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

PART 110—CONTRIBUTION AND EXPENDITURE LIMITATIONS AND PROHIBITIONS

■ 1. The authority citation for part 110 continues to read as follows:

Authority: 52 U.S.C. 30101(8), 30101(9), 30102(c)(2) and (g), 30104(i)(3), 30111(a)(8), 30116, 30118, 30120, 30121, 30122, 30123, 30124, 36 U.S.C. 510.

§ 110.1 [Amended]

■ 2. Amend § 110.1:

■ a. In paragraph (b)(3)(ii)(A), by adding "and" after the semicolon at the end of the paragraph;

■ b. In paragraph (b)(3)(ii)(B), by removing "and" and adding a period in its place; and

■ c. By removing paragraph (b)(3)(ii)(C).

PART 116—DEBTS OWED BY CANDIDATES AND POLITICAL COMMITTEES

■ 3. The authority citation for part 116 continues to read as follows:

Authority: 52 U.S.C. 30103(d), 30104(b)(8), 30111(a)(8), 30116, 30118, 30141.

§§ 116.11 and 116.12 [Removed]

■ 4. Remove §§ 116.11 and 116.12.

Dated: August 31, 2022.

On behalf of the Commission

Allen J. Dickerson,

Chairman, Federal Election Commission.

[FR Doc. 2022–19344 Filed 9–7–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2022–0675; Project Identifier MCAI–2021–01406–T; Amendment 39–22156; AD 2022–18–05]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus SAS Model A318, A319, A320, and A321 series airplanes. This AD was prompted by unclear and incomplete placard instructions for the doghouse door lock. This AD requires installing improved handling instruction placards on affected doghouses and re-identifying the doghouses, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. This AD also prohibits the installation of affected doghouses under certain conditions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 13, 2022.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 13, 2022.

ADDRESSES: For material incorporated by reference (IBR) in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet easa.europa.eu. You may find this IBR material on the EASA website at ad.easa.europa.eu. You may view this material 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 in the AD docket at regulations.gov by searching for and locating Docket No. FAA–2022–0675.

Examining the AD Docket

You may examine the AD docket at [regulations.gov](https://www.regulations.gov) by searching for and locating Docket No. FAA–2022–0675; 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.

FOR FURTHER INFORMATION CONTACT: Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3229; email Vladimir.Ulyanov@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2021–0279, dated December 15, 2021 (EASA AD 2021–0279) (also referred to as the MCAI), to correct an unsafe condition for all Airbus SAS Model Airbus A318–111, A318–112, A318–121, A318–122, A319–111, A319–112, A319–113, A319–114, A319–115, A319–131, A319–132, A319–133, A319–151N, A319–153N, A319–171N, A320–211, A320–212, A320–214, A320–215, A320–216, A320–

231, A320–232, A320–233, A320–251N, A320–252N, A320–253N, A320–271N, A320–272N, A320–273N, A321–111, A321–112, A321–131, A321–211, A321–212, A321–213, A321–231, A321–232, A321–251N, A321–251NX, A321–252N, A321–252NX, A321–253N, A321–253NX, A321–271N, A321–271NX, A321–272N, and A321–272NX airplanes. Model A320–215 airplanes are not certificated by the FAA and are not included on the U.S. type certificate data sheet; this AD therefore does not include those airplanes in the applicability.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Airbus SAS Model A318, A319, A320, and A321 series airplanes. The NPRM published in the **Federal Register** on June 13, 2022 (87 FR 35684). The NPRM was prompted by unclear and incomplete placard instructions for the doghouse door lock. The NPRM proposed to require installing improved handling instruction placards on affected doghouses and re-identifying the doghouses, as specified in EASA AD 2021–0279. The NPRM also proposed to prohibit the installation of affected doghouses under certain conditions.

The FAA is issuing this AD to address the possible failure of the doghouse door lock latch, which could result in locking the door in the closed position and preventing access to the emergency equipment in the doghouse, possibly resulting in injury to occupants. See the MCAI for additional background information.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

The FAA reviewed the relevant data and determined that air safety requires adopting this AD as proposed. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products.

Related Service Information Under 1 CFR Part 51

EASA AD 2021–0279 specifies procedures for installing improved handling instruction placards on affected doghouses and re-identifying the doghouses, and prohibits installation of affected doghouses under certain conditions. This material 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 would affect 1,825 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
1 work-hour × \$85 per hour = \$85	\$ *	\$85	\$155,125

* The FAA has received no definitive data on which to base the cost estimates for the replacement placards specified in this AD.

According to the manufacturer, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. The FAA does not control warranty coverage for affected individuals. As a result, the FAA has included all known costs in the cost estimate.

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:

2022–18–05 Airbus SAS: Amendment 39–22156; Docket No. FAA–2022–0675; Project Identifier MCAI–2021–01406–T.

(a) Effective Date

This airworthiness directive (AD) is effective October 13, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (4) of this AD, certificated in any category.

(1) All Model A318–111, A318–112, A318–121, and A318–122 airplanes.

(2) All Model A319–111, A319–112, A319–113, A319–114, A319–115, A319–131, A319–132, A319–133, A319–151N, A319–153N, and A319–171N airplanes.

(3) All Model A320–211, A320–212, A320–214, A320–216, A320–231, A320–232, A320–233, A320–251N, A320–252N, A320–253N, A320–271N, A320–272N, and A320–273N airplanes.

(4) All Model A321–111, A321–112, A321–131, A321–211, A321–212, A321–213, A321–231, A321–232, A321–251N, A321–251NX, A321–252N, A321–252NX, A321–253N, A321–253NX, A321–271N, A321–271NX, A321–272N, and A321–272NX airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/furnishings.

(e) Unsafe Condition

This AD was prompted by unclear and incomplete placard instructions for the doghouse door lock, which could lead to incorrect operation of the doghouse door lock. The FAA is issuing this AD to address the possible failure of the doghouse door lock latch, which could result in locking the door in the closed position and preventing access

to the emergency equipment in the doghouse, possibly resulting in injury to occupants.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021–0279, dated December 15, 2021 (EASA AD 2021–0279).

(h) Exceptions to EASA AD 2021–0279

(1) Where EASA AD 2021–0279 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2021–0279 does not apply to this AD.

(3) Where paragraph (1) of EASA AD 2021–0279 refers to affected airplanes, replace the text “For Group 1 aeroplanes” with “Group 1 airplanes except for airplanes identified in paragraph (2) of EASA AD 2021–0279.”

(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 International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. 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 EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (i)(2) of this AD, if any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3229; email Vladimir.Ulyanov@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) European Union Aviation Safety Agency (EASA) AD 2021–0279, dated December 15, 2021.

(ii) [Reserved]

(3) For EASA AD 2021–0279, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet easa.europa.eu. You may find this EASA AD on the EASA website at ad.easa.europa.eu.

(4) You may view this material 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 that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fr.inspection@nara.gov, or go to: archives.gov/federal-register/cfr/ibr-locations.html.

Issued on August 17, 2022.

Christina Underwood,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022–19279 Filed 9–7–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2022–0680; Project Identifier MCAI–2021–01415–T; Amendment 39–22146; AD 2022–17–08]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2020–22–03, which applied to all Airbus SAS Model A330–200, –200 Freighter, and