

# Rules and Regulations

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## FEDERAL ELECTION COMMISSION

[Notice 1999-25]

**11 CFR Parts 9003, 9004, 9008, 9032, 9033, 9034, 9035, and 9036**

### Public Financing of Presidential Primary and General Election Campaigns

**AGENCY:** Federal Election Commission.

**ACTION:** Final rule; announcement of effective date.

**SUMMARY:** On September 13, 1999, the Commission published the text of revised regulations governing publicly financed Presidential campaigns. 64 FR 49355. The Commission announces that certain of these revisions are effective as of November 12, 1999, while other revisions are effective as of June 1, 2000.

**EFFECTIVE DATES:** These rules are effective November 12, 1999, except for 11 CFR 9003.3 and 9034.4(e)(6)(i), which are effective June 1, 2000.

**FOR FURTHER INFORMATION CONTACT:** Ms. Rosemary C. Smith, Assistant General Counsel, 999 E Street, NW, Washington, DC 20463, (202) 694-1650 or toll free (800) 424-9530.

**SUPPLEMENTARY INFORMATION:** The Commission is announcing the effective date of revised regulations at 11 CFR 9003.3, 9003.5, 9004.4, 9004.9, 9008.7, 9008.14, 9008.52, 9008.53, 9032.11, 9033.11, 9034.4, 9034.5, 9035.1, 9036.1, and 9036.2. These regulations implement the provisions of the Presidential Election Campaign Fund Act, 26 U.S.C. 9001 *et seq.*, and the Presidential Primary Matching Payment Account Act, 26 U.S.C. 9031 *et seq.*, which establish eligibility requirements for Presidential candidates seeking public financing, and indicate how funds received under the public financing system may be spent. They also require the Commission to audit publicly financed campaigns and seek

repayment where appropriate. These new rules address, *inter alia*, the pre-nomination formation of a General Election Legal and Compliance Fund ("GELAC"); transfers from a primary campaign committee to a GELAC; joint primary and GELAC solicitations; winding down costs; lost, misplaced or stolen items; disposition of capital assets; and receipts and disbursements of convention host committees

Sections 9009(c) and 9039(c) of Title 26, United States Code, require that any rules or regulations prescribed by the Commission to carry out the provisions of Title 26 of the United States Code be transmitted to the Speaker of the House of Representatives and the President of the Senate thirty legislative days prior to final promulgation. These rules were transmitted to Congress on September 7, 1999. Thirty legislative days expired in the Senate and the House of Representatives on October 27, 1999.

Please note that the majority of these revisions will become effective on November 12, 1999. However, the revisions to 11 CFR 9003.3 and 9034.4(e)(6), dealing with GELAC solicitations, will take effect on June 1, 2000.

#### Announcement of Effective Date:

Revised 11 CFR 9003.5, 9004.4, 9004.9, 9008.7, 9008.14, 9008.52, 9008.53, 9032.11, 9033.11, 9034.4(a), (b), and the introductory language to (e), 9034.5, 9035.1, 9036.1, and 9036.2, as published at 64 FR 49355 (September 13, 1999), are effective as of November 12, 1999. Revised 11 CFR 9003.3 and 9034.4(e)(6)(i), also published at 64 FR 49355, are effective as of June 1, 2000.

Dated: November 8, 1999.

**Scott E. Thomas,**

*Chairman, Federal Election Commission.*

[FR Doc. 99-29554 Filed 11-10-99; 8:45 am]

BILLING CODE 6715-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-365-AD; Amendment 39-11402; AD 99-23-06]

RIN 2120-AA64

### Airworthiness Directives; Aerospatiale Model SN-601 (Corvette) Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all Aerospatiale Model SN-601 (Corvette) series airplanes, that requires repetitive inspections, and repair if necessary, of the locking indication system of the drag strut jack on the main landing gear (MLG) to detect corrosion and damage resulting from its operation. This proposal also requires replacement of seals and backup rings with new parts. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent failure of the locking indication system of the drag strut jack on the MLG due to corrosion. Such corrosion could prevent the MLG from locking and result in the subsequent collapse of the MLG.

**DATES:** Effective December 17, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of December 17, 1999.

**ADDRESSES:** The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601

Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Aerospatiale Model SN-601 (Corvette) series airplanes was published in the **Federal Register** on September 10, 1999 (64 FR 49113). That action proposed to require repetitive inspections, and repair if necessary, of the locking indication system of the drag strut jack on the main landing gear (MLG) to detect corrosion and damage resulting from its operation. That action also proposed to require replacement of seals and backup rings with new parts.

### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

### Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

### Cost Impact

The FAA estimates that 2 airplanes of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per airplane to accomplish the inspection, and that the average labor rate is \$60 per work hour. The cost of required parts will be minimal. Based on these figures, the cost impact of this AD on U.S. operators is estimated to be \$960, or \$480 per airplane, per inspection cycle.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### Regulatory Impact

The regulations adopted herein will not have substantial direct effects 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.

Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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); 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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. Section 39.13 is amended by adding the following new airworthiness directive:

**99-23-06 Aerospatiale:** Amendment 39-11402. Docket 98-NM-365-AD.

**Applicability:** All Model SN-601 (Corvette) series airplanes, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent failure of the locking indication system of the drag strut jack on the main landing gear (MLG) due to corrosion that could prevent the MLG from locking and result in the subsequent collapse of the MLG, accomplish the following:

(a) Within 3,600 flight hours or 36 months after the effective date of this AD, whichever occurs first, perform a detailed visual inspection to detect certain discrepancies of the locking indication system on the drag strut jack on the MLG, in accordance with Messier-Dowty Technical Instruction No. 20403, Issue 2, dated March 1998. Prior to reassembling the parts, replace all the seals and backup rings with new parts, in accordance with the Technical Instruction.

(1) If no corrosion is found on either plunger, prior to further flight, inspect for the free displacement of both plungers, in accordance with the Technical Instruction.

(i) If the displacement of both plungers is free without any hard points, repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 72 months.

(ii) If the displacement of either plunger is not free, prior to further flight, replace the plunger with a new plunger, in accordance with the Technical Instruction. Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 72 months.

(2) If corrosion is found on either plunger, prior to further flight, replace the plunger with a new plunger, in accordance with the Technical Instruction. Repeat the inspection thereafter at intervals not to exceed 72 months.

(3) If no corrosion, marking, binding, or peening is found on any disassembled part removed from the stacking, other than the plungers, repeat the inspection thereafter at intervals not to exceed 72 months.

(4) If any corrosion, marking, binding or peening is found on any disassembled parts removed from the stacking, other than the plungers, prior to further flight, replace the part with a new part, in accordance with the Technical Instruction. Repeat the inspection thereafter at intervals not to exceed 72 months.

**Note 2:** For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

### Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

**Special Flight Permits**

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

**Incorporation by Reference**

(d) The actions shall be done in accordance with Messier-Dowty Technical Instruction No. 20403, Issue 2, dated March 1998. This incorporation by reference was approved by the Director of the **Federal Register** in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in French airworthiness directive 98-179-021(B), dated May 6, 1998.

(e) This amendment becomes effective on December 17, 1999.

Issued in Renton, Washington, on October 28, 1999.

**D.L. Riggins,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-28745 Filed 11-10-99; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 99-NM-186-AD; Amendment 39-11404; AD 99-23-08]

RIN 2120-AA64

**Airworthiness Directives; McDonnell Douglas Model DC-9-10, -20, -30, -40, and -50 Series Airplanes, and C-9 (Military) Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-9-10, -20, -30, -40, and -50 series airplanes, and C-9 (military) airplanes, that requires a one-time general visual inspection to detect certain discrepancies in the wiring of the fuel quantity indicating system (FQIS) in the forward cargo compartment; and corrective actions, if necessary. This amendment is prompted by a report indicating that several discrepancies were found in the wiring of the FQIS due to maintenance or alteration practices. The actions

specified by this AD are intended to prevent excessive electrical energy from entering the fuel tanks through the FQIS wiring, which could result in a potential ignition source in the fuel tanks.

**DATES:** Effective December 17, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of December 17, 1999.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Robert Baitoo, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5245; fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-9-10, -20, -30, -40, and -50 series airplanes, and C-9 (military) airplanes was published in the **Federal Register** on August 30, 1999 (64 FR 47144). That action proposed to require a one-time general visual inspection to detect certain discrepancies in the wiring of the fuel quantity indicating system (FQIS) in the forward cargo compartment; and corrective actions, if necessary.

**Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

**Conclusion**

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

**Cost Impact**

There are approximately 815 airplanes of the affected design in the worldwide fleet. The FAA estimates that 577 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this AD on U.S. operators is estimated to be \$34,620, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

**Regulatory Impact**

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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); 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows: