

FEDERAL ELECTION COMMISSION**11 CFR Parts 100, 110 and 114**

[Notice 1996-12]

Candidate Debates and News Stories**AGENCY:** Federal Election Commission.**ACTION:** Final rule: Announcement of effective date.

SUMMARY: On April 24, 1996, the Commission published the text of revised regulations governing candidate debates and news stories produced by cable television organizations. 61 FR 18049. These regulations implement portions of the Federal Election Campaign Act of 1971, as amended. The Commission announces that these rules are effective as of June 21, 1996.

EFFECTIVE DATE: June 21, 1996.

FOR FURTHER INFORMATION CONTACT: Ms. Susan E. Propper, Assistant General Counsel, or Ms. Rosemary C. Smith, Senior Attorney, 999 E Street, NW., Washington, DC 20463, (202) 219-3690 or toll free (800) 424-9530.

SUPPLEMENTARY INFORMATION: Today, the Commission is announcing the effective date of new regulations governing candidate debates and news stories produced by cable television organizations. The new rules are being incorporated into parts 100, 110 and 114 of the existing regulations.

Section 438(d) of Title 2, United States Code, requires that any rule or regulation prescribed by the Commission to implement Title 2 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. The revisions to 11 CFR 100.7(b)(2), 100.8(b)(2), 110.13 and 114.4(f) were transmitted to Congress on April 18, 1996. Thirty legislative days expired in the Senate on June 7, 1996 and in the House of Representatives on June 10, 1996.

Announcement of Effective Date

11 CFR 100.7(b)(2), 100.8(b)(2), 110.13 and 114.4(f), as published at 61 FR 18049 on April 24, 1996 are effective as of June 21, 1996.

Dated: June 17, 1996.

Lee Ann Elliott,

Chairman, Federal Election Commission.

[FR Doc. 96-15792 Filed 6-20-96; 8:45 am]

BILLING CODE 6715-01-M**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 95-NM-170-AD; Amendment 39-9673; AD 96-13-05]

RIN 2120-AA64**Airworthiness Directives; Fokker Model F28 Series Airplanes (Excluding Model F28 Mark 0100 Series Airplanes)****AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 series airplanes, that requires a one-time detailed visual inspection to detect cracking of the elevator gust lock housing and the gust lock support structure, and repair or replacement of cracked parts. This amendment is prompted by a report of failure of an elevator gust lock housing due to fatigue cracking. The actions specified by this AD are intended to prevent fatigue cracking of the elevator gust lock housing and the gust lock support structure, which could result in loss of the elevator and the support structure, and possible consequent loss of primary pitch control.

DATES: Effective July 26, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 26, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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: Connie Beane, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2796; fax (206) 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 certain Fokker Model F28 series airplanes was published in the Federal Register on

April 1, 1996 (61 FR 14275). That action proposed to require a one-time detailed visual inspection to detect cracking of the elevator gust lock housing and the gust lock support structure, and repair or replacement of cracked parts with new or serviceable parts. For airplanes on which cracking is found, that action also prohibited use of the gust lock system until cracked parts were replaced.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the two comments received.

Support for the Proposal

Both commenters support the proposed rule.

Conclusion

After careful review of the available data, including the comments noted above, 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 43 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$5,160, or \$120 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:

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:

96-13-05 Fokker: Amendment 39-9673.
Docket 95-NM-170-AD.

Applicability: Model F28 series airplanes; serial numbers 11003 through 11241 inclusive, 11991, and 11992; certificated in any category.

Note 1: Fokker Model F28 Mark 0100 series airplanes are not subject to the requirements of this AD.

Note 2: 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 (c) 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 fatigue cracking of the elevator gust lock housing and the gust lock support structure, which could result in loss of the elevator and the support structure, and subsequent possible loss of primary pitch control, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform a one-time detailed visual inspection to detect cracking of the elevator gust lock housing and the gust lock support structure, in accordance with Fokker Service Bulletin F28/55-30, Revision 1, dated January 4, 1993.

(b) If any cracking is found, prior to further flight, repair or replace the cracked elevator gust lock housing or gust lock support structure with a new or serviceable part in accordance with Fokker Service Bulletin F28/55-30, Revision 1, dated January 4, 1993. Use of the elevator gust lock system is prohibited until cracked parts are replaced with new or serviceable parts.

(c) 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, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) 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.

(e) The inspection, repair, and replacement shall be done in accordance with Fokker Service Bulletin F28/55-30, Revision 1, dated January 4, 1993, which contains the following list of effective pages:

| Page No. | Revision level shown on page | Date shown on page |
|-----------|------------------------------|--------------------|
| 1-2 | 1 | Jan. 4, 1993. |
| 3-5 | Original | Aug. 24, 1992. |

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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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.

(f) This amendment becomes effective on July 26, 1996.

Issued in Renton, Washington, on June 13, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-15603 Filed 6-20-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-151-AD; Amendment 39-9674; AD 96-13-06]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Series Airplanes (Excluding Fokker Model F28 Mark 0100 Series Airplanes)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F28 series airplanes, that requires replacement of junction fittings of the horizontal stabilizer with improved fittings. For certain airplanes, this amendment also requires replacement of the drive-fitting bushings and bolts of the horizontal stabilizer with improved bushings and bolts. This amendment is prompted by reports of stress corrosion cracking in a junction fitting lug of the horizontal stabilizer. The actions specified by this AD are intended to prevent such cracking, which could result in failure of a lug and uncommanded movement of the horizontal stabilizer. This condition, if not corrected, could result in reduced controllability of the airplane.

DATES: Effective July 26, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 26, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. 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: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; fax (206) 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 certain Fokker Model F28 series airplanes was published in the Federal Register on