

PART 105—DOCUMENT FILING (2 U.S.C. 432(g))

9. The authority citation for Part 105 continues to read as follows:

Authority: 2 U.S.C. 432(g), 438(a)(8).

10. Section 105.1 is revised to read as follows:

§ 105.1 Place of filing; House candidates and their authorized committees (2 U.S.C. 432(g)(1)).

All designations, statements, reports, and notices, as well as any modification(s) or amendment(s) thereto, required to be filed under 11 CFR parts 101, 102, and 104 by a candidate for nomination or election to the office of Representative in, or Delegate or Resident Commissioner to, the Congress, or by his or her authorized committee(s), shall be filed in original form with, and received by, the Federal Election Commission.

§ 105.4 [Amended]

11. Section 105.4 is amended by removing "105.1," and by removing the comma after "105.2".

12. Section 105.5 is revised to read as follows:

§ 105.5 Transmittal of microfilm copies and photocopies of original reports filed with the Secretary of the Senate to the Commission (2 U.S.C. 432(g)(3)).

(a) Either a microfilmed copy or photocopy of all original designations, statements, reports, modifications or amendments required to be filed pursuant to 11 CFR 105.2 shall be transmitted by the Secretary of the Senate to the Commission as soon as possible, but in any case no later than two (2) working days after receiving such designations, statements, reports, modifications, or amendments.

(b) The Secretary of the Senate shall then forward to the Commission a microfilm copy and a photocopy of each designation, statement, and report, or any modification or amendment thereto, filed with the Secretary pursuant to 11 CFR 105.2.

(c) The Secretary of the Senate shall place a time and date stamp on each original designation, statement, report, modification or amendment received.

PART 109—INDEPENDENT EXPENDITURES (2 U.S.C. 431(17), 434(c))

13. The authority citation for Part 109 continues to read as follows:

Authority: 2 U.S.C. 431(17), 434(c), 438(a)(8), 441d.

§ 109.2(a) [Amended]

14. Section 109.2(a) is amended by removing "the Clerk of the House".

PART 110—CONTRIBUTION AND EXPENDITURE LIMITATIONS AND PROHIBITIONS

15. The authority citation for Part 110 continues to read as follows:

Authority: 2 U.S.C. 431(8), 431(9), 432(c)(2), 437d(a)(8), 438(a)(8), 441a, 441b, 441d, 441e, 441f, 441g and 441h.

§ 110.6(c)(1) (i) and (ii) [Amended]

16. Section 110.6 is amended by removing "the Clerk of the House of Representatives," from paragraph (c)(1)(i) and by removing "Clerk" from paragraph (c)(1)(ii).

PART 114—CORPORATE AND LABOR ORGANIZATION ACTIVITY

17. The authority citation for Part 114 continues to read as follows:

Authority: 2 U.S.C. 431(8)(B), 431(9)(B), 432, 437d(a)(8), 438(a)(8), and 441b.

§ 114.6(d)(3)(i) and (d)(5) [Amended]

18. Section 114.6 is amended by removing "the Clerk of the House" from paragraph (d)(3)(i) and by removing "the Clerk of the House," from paragraph (d)(5).

Dated: January 26, 1996.
Lee Ann Elliott,
Chairman, Federal Election Commission.
[FR Doc. 96-1972 Filed 1-31-96; 8:45 am]
BILLING CODE 6715-01-P

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

[Docket No. 95-NM-276-AD; Amendment 39-9496; AD 96-03-01]

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Boeing Model 747 series airplanes. This action requires inspections of the lower engine mount to determine if the tangential link upper bolt and nut are oriented properly, and if the tangential link upper bolt nut is torqued within certain limits. This action also requires replacement of the bolt and nut with serviceable parts, if necessary, and requires certain follow-on actions for airplanes on which the upper bolt is missing. Terminating action is also provided by this AD. This

amendment is prompted by reports of migration of bolts completely from the tangential link of the aft engine mount, a condition which would reduce the capability of the retention system for the engine. The actions specified in this AD are intended to prevent separation of the engine from the airplane due to migration of the tangential link upper bolt.

DATES: Effective February 16, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 16, 1996.

Comments for inclusion in the Rules Docket must be received on or before April 1, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-276-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT:

Tammy L. Dow, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington; telephone (206) 227-2771; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: Recently, the FAA received reports indicating that the upper bolt and nut of the tangential link of the aft engine on Model 747 airplanes were found to have migrated out of proper position. In three cases, the bolt had completely backed out of the hole. Analysis conducted by the manufacturer demonstrated that the nuts used to secure the bolts may not provide adequate run-on torque. Additionally, there was evidence that lubricants were used on the threads of some of the bolts. These conditions can allow the nut to rotate and disengage from the bolt. With no nut or other retention for the bolt, normal vibration causes the bolt to loosen and migrate out of the tangential link. Loss of the bolt would reduce the capability of the engine retention system, and could result in cracking of the engine turbine exhaust case due to the increased load. This condition, if not corrected, could

result in separation of the engine from the airplane.

The FAA has reviewed and approved Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995, which describes procedures for repetitive inspections of the lower engine mount to verify if the tangential link upper bolt nut is properly oriented and to verify that the tangential link upper bolt nut is torqued within certain limits. Additionally, the service bulletin describes procedures for the replacement of the bolt and nut with serviceable parts, if necessary. The alert service bulletin also describes certain other follow-on procedures for airplanes on which the tangential link upper bolt is missing. Those procedures involve a visual inspection to detect damage and deformation of the lower engine mount lugs that attach the affected safety link; magnetic particle inspections to detect cracking of the lower engine mount lugs; detail visual inspections to detect cracking, bulging, discoloration, and corrosion of the engine mounts and adjacent structures; and replacement of the lower engine mount fittings with serviceable parts, if necessary; installation of new safety links, bolts, and nuts; and installation of the tangential link upper bolt.

The FAA also has reviewed and approved Boeing Service Bulletin 747-71-2206, Revision 1, dated November 12, 1987 (as revised by Boeing 747 Notice of Status Change No. 747-71-2206 NSC 1, dated December 4, 1987, and Boeing 747 Notice of Status Change No. 747-71-2206 NSC 2, dated March 17, 1988). This service information describes procedures for replacement of the safety links with modified safety links. Accomplishment of this replacement eliminates the need for repetitive inspections of lower engine mount bolt and nut.

Since an unsafe condition has been identified that is likely to exist or develop on other Boeing Model 747 series airplanes of the same type design, this AD is being issued to prevent possible separation of the engine from the airplane due to consequences associated with the complete migration of the tangential link upper bolt. This action requires repetitive visual inspections to verify if the tangential link upper bolt is correctly oriented; inspections to determine if the tangential link upper bolt nut is torqued within certain limits; and replacement of the bolt and nut with serviceable parts, if necessary. This action also requires certain other follow-on procedures for airplanes on which the tangential link upper bolt is missing. Additionally, this AD provides for

replacement of the safety links as optional terminating action for the repetitive inspection requirements. The actions are required to be accomplished in accordance with the service bulletins described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

This is considered to be interim action. Once final action is identified, the FAA may consider further rulemaking.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-276-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-03-01 Boeing: Amendment 39-9496.

Docket 95-NM-276-AD.

Applicability: Model 747 series airplanes, as listed in Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the

current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the engine from the airplane, accomplish the following:

(a) Within 90 days after the effective date of this AD, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD in accordance with Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995.

(1) Perform a visual inspection to ensure that installation of the tangential link upper bolt nut is on the forward side of the engine mount fitting.

(i) If the tangential link upper bolt nut is installed on the forward side of the engine mount fitting, repeat the visual inspection at intervals not to exceed 18 months.

(ii) If the tangential link upper bolt is not installed on the forward side of the engine mount fitting, prior to further flight, remove the nut, bolt, and washers and reinstall the nut, bolt, and washers in accordance with the alert service bulletin. Thereafter, repeat the visual inspection at intervals not to exceed 18 months.

(iii) If the tangential link upper bolt is missing from the engine mount fitting, prior to further flight, perform the various follow-on actions in accordance with the alert service bulletin. (The follow-on actions include visual inspections, magnetic particle inspections, replacement of the lower engine mount fitting with a serviceable part, if necessary; installation of new safety links, bolts, and nuts; and installation of a new tangential link upper bolt.) Thereafter, repeat the visual inspection at intervals not to exceed 18 months.

(2) Perform an inspection to verify that the torque value of the tangential link upper bolt (on both sides of the mount) is within the limits specified in the alert service bulletin.

(i) If the torque value of the tangential link upper bolt nut is within the limits specified in the alert service bulletin, repeat the inspection (verification) at intervals not to exceed 18 months.

(ii) If the torque value of the tangential link upper bolt nut is outside the limits specified in the alert service bulletin, prior to further flight, perform a visual inspection of the tangential link upper bolt and washer for any damage or discrepancy, in accordance with the alert service bulletin.

(A) If no damage or discrepancy of the tangential link upper bolt and washers is found, prior to further flight, replace the bolt nut with a new or serviceable part in accordance with the alert service bulletin. Thereafter, repeat the inspection (verification) specified in paragraph (a)(2) of this AD at intervals not to exceed 18 months.

(B) If any damage or discrepancy of the tangential link upper bolt and washers is found, prior to further flight, replace the

damaged or discrepant part with a new or serviceable part, and replace the bolt nut with a new or serviceable part, in accordance with the alert service bulletin. Thereafter, repeat the inspection (verification) specified in paragraph (a)(2) of this AD at intervals not to exceed 18 months.

(b) Replacement of the safety links with modified safety links in accordance with Boeing Service Bulletin 747-71-2206, dated April 16, 1987; or Boeing Service Bulletin 747-71-2206, Revision 1, dated November 12, 1987, as revised by Boeing Notice of Status Change No. 747-71-2206 NSC 1, dated December 4, 1987, and Boeing Notice of Status Change No. 747-71-2206 NSC 2, dated March 17, 1988; constitutes terminating action for the repetitive inspection requirements of this AD.

(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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(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 inspections, replacement, and follow-on actions shall be done in accordance with Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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 February 16, 1996.

Issued in Renton, Washington, on January 22, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-1572 Filed 1-31-96; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-02-AD; Amendment 39-9497; AD 96-03-02]

Airworthiness Directives; Boeing Model 767 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Boeing Model 767 series airplanes. This action requires inspections to detect cracking and corrosion of the aft trunnion of the outer cylinder of the main landing gear (MLG) and various follow-on actions. This action provides for termination of the inspections by repairing the outer cylinder and installing new aft trunnion bushings. This amendment is prompted by a report of the collapse of the right MLG due to fracture of the aft trunnion outer cylinder. The actions specified in this AD are intended to prevent the collapse of the MLG due to stress corrosion cracking of the aft trunnion of the outer cylinder.

DATES: Effective February 16, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 16, 1996.

Comments for inclusion in the Rules Docket must be received on or before April 1, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-02-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: James G. Rehr, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2783; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA recently received a report of the collapse of the right main landing gear (MLG) of a Boeing Model 767-300ER airplane while the airplane was taxiing in a low speed right-hand turn. Investigation revealed that the cause of the collapse of the MLG was attributed to the fracture of the aft trunnion outer cylinder due to stress corrosion cracking. The cracking initiated at the crossbolt hole, which is approximately