

previous 12-month period ending with the current month.

The suspension of this shipping requirement was requested by United Dairymen of Arizona (UDA), a cooperative association that represents nearly all of the dairy farmers who supply the Central Arizona market. UDA contends that the continued pool status of their manufacturing plant is threatened by an increase in milk production combined with a drop in Class I sales. UDA states that in 1994 its member production increased 17 percent over the previous year. In 1994, monthly deliveries to distributing plants also increased sufficiently to ensure UDA a safe margin over the minimum 50 percent shipping requirement to maintain pool status of its manufacturing plant.

One dairy farmer filed a comment opposing the suspension action. The dairy farmer opposed the action because it would allow for more milk to continue to be regulated under the order than would otherwise be the case. As a result, the dairy farmer asserted that he would receive a lower blend price than if the action were not taken because some milk would not qualify for regulation under the order.

During the past year, there has been an increase in the production of milk and an increase in distributing plant demand. Primarily, the increased demand is a result of a significant increase in Class I sales in Mexico by Central Arizona handlers. The recent collapse in value of the Mexican peso has curtailed these sales and thus reduced handler requirements for bulk milk deliveries; however, production has not declined. This general increase in production and decline in sales affects all producers in the market equally. If the action were not taken, some milk would not receive the benefits of the blend price resulting from regulation under the order. By taking this action, all producers who have historically supplied the market would continue to share equally in the benefits of regulation without costly and inefficient movements of milk simply to maintain their pool status.

The comment submitted by UDA in support of the proposed suspension clarified the specific order language that UDA requested be suspended. UDA did not intend for the words "its member producer milk" and "received at the pool plants of other handlers during the current month" to be included in the proposed suspension. Upon review of UDA's request and supporting comment, the order language in § 1131.7(c) to be suspended has been

modified to exclude these specific words.

UDA also requested that the suspension be granted for an indefinite period beginning in March 1995. After reviewing the marketing conditions of the Central Arizona marketing area and their relationship with the uncertain value of the Mexican peso, this suspension will be for a one-year period. The marketing conditions indicate that the suspension should not begin until April 1995.

Accordingly, it is appropriate to suspend the aforesaid provisions beginning April 1, 1995, through March 31, 1996.

It is hereby found and determined that thirty days' notice of the effective date hereof is impractical, unnecessary and contrary to the public interest in that:

(a) The suspension is necessary to reflect current marketing conditions and to assure orderly marketing conditions in the marketing area, in that such rule is necessary to permit the continued pooling of the milk of dairy farmers who have historically supplied the market without the need for making costly and inefficient movements of milk;

(b) This suspension does not require of persons affected substantial or extensive preparation prior to the effective date; and

(c) Notice of proposed rulemaking was given interested parties and they were afforded opportunity to file written data, views or arguments concerning this suspension. Two comments were received.

Therefore, good cause exists for making this order effective less than 30 days from the date of publication in the **Federal Register**.

#### List of Subjects in 7 CFR Part 1131

Milk marketing orders.

For the reasons set forth in the preamble, the following provisions in Title 7, Part 1131, are amended as follows:

#### PART 1131—MILK IN THE CENTRAL ARIZONA MARKETING AREA

1. The authority citation for 7 CFR Part 1131 continues to read as follows:

**Authority:** Secs. 1–19, 48 Stat 31, as amended; 7 U.S.C. 601–674.

##### § 1131.7 [Suspended in part]

2. In § 1131.7(c), the words "50 percent or more of", "(including the skim milk and butterfat in fluid milk products transferred from its own plant pursuant to this paragraph that is not in excess of the skim milk and butterfat contained in member producer milk

actually received at such plant)" and "or the previous 12-month period ending with the current month." are suspended for the months of April 1, 1995, through March 31, 1996.

Dated: March 27, 1995.

**Patricia Jensen,**

*Acting Assistant Secretary, Marketing and Regulatory Programs.*

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## FEDERAL ELECTION COMMISSION

[Notice 1995–6]

### 11 CFR Parts 100, 104 and 113

#### Expenditures; Reports by Political Committees; Personal Use of Campaign Funds

**AGENCY:** Federal Election Commission.

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

**SUMMARY:** On February 9, 1995, the Commission published the text of revised regulations governing the personal use of campaign funds. 60 FR 7862. These regulations implement portions of the Federal Election Campaign Act of 1971, as amended. The Commission announces that the rules are effective as of April 5, 1995.

**EFFECTIVE DATE:** April 5, 1995.

**FOR FURTHER INFORMATION CONTACT:** Ms. Susan E. Propper, Assistant General Counsel, 999 E Street NW., Washington, D.C. 20463, (202) 219–3690 or (800) 424–9530.

**SUPPLEMENTARY INFORMATION:** Today, the Commission is announcing the effective date of its new regulations governing the personal use of campaign funds. The new rules insert a definition of personal use into the Commission's regulations. The rules also amend the definition of expenditure and the reporting requirements for authorized committees in the current regulations.

Section 438(d) of Title 2, United States Code requires that any rules or regulations prescribed by the Commission to carry out the provisions of Title 2 of the United States Code be transmitted to the Speaker of the House of Representatives and the President of the Senate 30 legislative days before they are finally promulgated. These regulations were transmitted to Congress on February 3, 1995. Thirty legislative days expired in the House of Representatives on March 23, 1995. Thirty legislative days expired in the Senate on March 22, 1995.

Announcement of Effective Date: 11 CFR 100.8(b)(22), 104.3(b)(4)(i)(B),

113.1(g) and 113.2(a), as published at 60 FR 7862 (February 9, 1995), are effective as of April 5, 1995.

Dated: March 31, 1995.

**Danny L. McDonald,**  
Chairman, Federal Election Commission.  
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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. NM-105, Special Conditions No. 25-ANM-97]

#### Special Conditions: Saab Aircraft AB Model Saab 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final special conditions.

**SUMMARY:** These special conditions are for the Saab Aircraft AB Model Saab 2000 airplane. This airplane will have novel and unusual design features, relating to its electronic flight control system, when compared to the state of technology envisioned in the airworthiness standards of part 25 of the Federal Aviation Regulations (FAR). These special conditions contain the additional safety standards which the Administrator considers necessary to establish a level of safety equivalent to that provided by the airworthiness standards of part 25.

**EFFECTIVE DATE:** March 29, 1995.

**FOR FURTHER INFORMATION CONTACT:** Mark I. Quam, FAA, Standardization Branch, ANM-113, Transport Standards Staff, Transport Airplane Directorate, Aircraft Certification Service, 1601 Line Avenue SW, Renton, Washington 98055-4056; telephone (206) 227-2145, facsimile (206) 277-1320.

#### SUPPLEMENTARY INFORMATION

##### Background

Special conditions are prescribed under the provisions of § 21.16 of the FAR when the applicable regulations for type certification do not contain adequate or appropriate standards because of novel or unusual design features. The new Saab 2000 incorporates a number of such design features.

The Saab 2000, certificated on April 29, 1994, is a twin-engined, low-wing, pressurized turboprop aircraft that is configured for approximately 50 passengers. The airplane has two Allison Engine Company AE 2100A engines rated at 3650 shp. The propeller

is a 6 bladed Dowty Rotol swept shaped propeller. A single lever controls each prop/engine combination. An Auxiliary Power Unit (APU) will be installed in the tail. The airplane has provisions for two pilots, an observer, two flight attendants, overhead bins, a toilet, and provisions for the installation of a galley. There is a forward and aft stowage compartment and an aft cargo compartment. The airplane has a maximum operating altitude of 31,000 feet.

The Saab 2000 has a fully hydraulically powered electronically controlled rudder and will have fully hydraulically powered electronically controlled elevators as a follow-on design modification. The Powered Elevator Control System (PECS) provides control and power actuation of the left and right elevator surfaces. The PECS also provides aircraft stability augmentation and trim functions.

The proposed elevator system is in many respects similar to the rudder design and is comprised of a mix of analog and digital circuitry and has no mechanical backup. Control columns are connected to Linear Variable Differential Transducers (LVDT), stick damper(s), auto pilot servo, linear springs with break-outs and are interconnected with an electronic disconnect unit.

The position transducers (LVDT), connected to the control columns, provide signals to two Powered Elevator Control Units (PECU). Each PECU controls two Elevator Servo Actuators (ESA) through two separate Servo Actuator Channels (SAC). Each SAC is subdivided into a primary control lane and a monitor lane. Two of the four ESAs, controlled by one PECU, positions one elevator side.

The ESAs have two modes of operation, active and damped. The active mode will result when mode control current from the PECU and hydraulic pressure are available. One active servo actuator is sufficient to operate the elevator surface.

Elevator Servo Actuators valve and actuator ram position feedback are provided by position transducers (LVDT). The PECUs are connected to one Flight Control Computer via the trim relay and two Digital Air Data Computers. The flight control computer also provides a signal to the auto pilot servo.

Stick to elevator gearing is a function of Indicated Airspeed (IAS). Trim and stability augmentation are based on IAS, vertical acceleration and flap position. Stick, trim and elevator position and status information are fed to the Engine

Indicating and Crew Alerting System (EICAS).

Each PECU has built in Automatic Preflight Built in test (PBIT) and Continuous Built In Test (CBIT) circuitry and utilizing cross channel monitoring.

The elevator's actuators are supplied by three hydraulic circuits that are physically separated, isolated, fused and located to minimize common cause failures. The Number 1 hydraulic circuit is powered by the left engine and a backup DC pump and accumulators. The Number 2 hydraulic circuit is powered by the right engine and a backup AC pump and accumulators. The Number 3 hydraulic circuit is powered by an AC drive pump.

The Number 1 hydraulic circuit powers the left hand (LH) and right hand (RH) outboard servo actuators. The Number 2 hydraulic circuit powers the RH inboard servo actuator. The Number 3 hydraulic circuit powers the LH inboard servo actuator.

Hydraulic warnings and cautions in the event of hydraulic supply failure are provided by the EICAS.

The elevator system is electrically supported by two system sides, a LH and a RH side. The electrical system is normally powered by two AC generators, each driven by a propeller gear box. An APU equipped with a standby generator is installed. When only one of the three generators is working, it supplies power to both LH and RH sides.

Each LH and RH AC system side is connected via a Transformer Rectifier Unit (TRU) to a LH and RH DC system made up of a network of DC buses. A third center TRU is connected to a center circuit. The LH, RH and center buses can be supplied from batteries or from the TRUs. The center TRU will replace a failed RH or LH TRU. When only one TRU unit is working, the LH and RH buses are tied together with power being received from the remaining TRU.

Two DC feeders in addition to two AC feeders provide power aft of the debris zone. The LH side is routed through the ceiling and the RH side is routed through the floor.

#### Type Certification Basis

The applicable requirements for U.S. type certification must be established in accordance with §§ 21.16, 21.17, 21.19, 21.29, and 21.101 of the FAR. Accordingly, based on the application date of June 9, 1989, and Saab Aircraft AB volunteering for certain later regulations, the TC basis for the Saab 2000 airplane is as follows: