

# Rules and Regulations

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## DEPARTMENT OF AGRICULTURE

### Animal and Plant Health Inspection Service

#### 9 CFR Part 92

[Docket No. 95-092-2]

#### Specifically Approved States Authorized to Receive Mares and Stallions Imported From Countries Where CEM Exists

**AGENCY:** Animal and Plant Health Inspection Service, USDA.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** On January 23, 1996, the Animal and Plant Health Inspection Service published a direct final rule. (See 61 FR 1697-1699, Docket No. 95-092-1). The direct final rule notified the public of our intention to amend the animal importation regulations by adding Alabama and North Carolina to the list of States approved to receive certain mares imported into the United States from countries affected with contagious equine metritis (CEM). We are also adding Alabama to the list of States approved to receive certain stallions imported into the United States from countries affected with CEM. We did not receive any written adverse comments or written notice of intent to submit adverse comments in response to the direct final rule.

**EFFECTIVE DATE:** The effective date of the direct final rule is confirmed as: March 25, 1996.

**FOR FURTHER INFORMATION CONTACT:** Dr. David Vogt, Senior Staff Veterinarian, Import/Export Animals, National Center for Import and Export, VS, APHIS, Suite 3B05, 4700 River Road Unit 39, Riverdale, MD 20737-1231, (301) 734-8423.

Authority: 7 U.S.C. 1622; 19 U.S.C. 1306; 21 U.S.C. 102-105, 111, 114a, 134a, 134b,

134c, 134d, 134f, 135, 136, and 136a; 31 U.S.C. 9701; 7 CFR 2.22, 2.80, and 371.2(d).

Done in Washington, DC, this 7th day of March 1996.

Terry L. Medley,

*Acting Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 96-5981 Filed 3-12-96; 8:45 am]

**BILLING CODE 3410-34-M**

## FEDERAL ELECTION COMMISSION

### 11 CFR Parts 100, 102, 109, 110 and 114

[Notice 1996-9]

#### Corporate and Labor Organization Activity; Express Advocacy and Coordination With Candidates

**AGENCY:** Federal Election Commission.

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

**SUMMARY:** On December 14, 1995, the Commission published the text of revised regulations regarding corporate and labor organization activities such as sponsoring voter drives and candidate debates and appearances, endorsing candidates, issuing voter guides, voting records and other publications, and facilitating the making of contributions. 60 FR 64260. These regulations implement portions of the Federal Election Campaign Act of 1971, as amended. The Commission announces that these rules are effective as of March 13, 1996.

**EFFECTIVE DATE:** March 13, 1996.

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

**SUPPLEMENTARY INFORMATION:** Today, the Commission is announcing the effective date of new regulations implementing the Supreme Court's opinion in *Federal Election Commission v. Massachusetts Citizens for Life, Inc.*, 479 U.S. 238 (1986). This decision concerns corporate and labor organization activities under section 441b of the Federal Election Campaign Act. 2 U.S.C. 441b. The new rules are being incorporated into Parts 100, 102, 109, 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. These regulations were transmitted to Congress on December 8, 1995. Thirty legislative days expired in the Senate on January 30, 1996 and in the House of Representatives on February 28, 1996.

Announcement of Effective Date: 11 CFR 109.1(b)(4), 110.12, 110.13, 114.1(a) and (j), 114.2, 114.3, 114.4, 114.12(b) and 114.13, and conforming amendments to 11 CFR 100.7(b)(21), 100.8 (b)(3) and (b)(23) and 102.4(c)(1), as published at 60 FR 64260 on December 14, 1995, are effective as of March 13, 1996.

Dated: March 8, 1996.

Lee Ann Elliott,

*Chairman, Federal Election Commission.*

[FR Doc. 96-5950 Filed 3-12-96; 8:45 am]

**BILLING CODE 6715-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Parts 23 and 91

[Docket No. 27806, Amendment No. 91-248]

RIN 2120-AE59

#### Airworthiness Standards; Systems and Equipment Rules Based on European Joint Aviation Requirements

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

**ACTION:** Final rule, correction.

**SUMMARY:** This document contains a correction to the final rule correction published in the Federal Register on February 28, 1996 (61 FR 7410). The rule related to systems and equipment rules based on European joint aviation requirements.

**EFFECTIVE DATE:** March 11, 1996.

**FOR FURTHER INFORMATION CONTACT:** Earsa Tankesley, (816) 426-6932.

#### Correction of Publication

In the rule document (FR Doc. 96-4559) on page 7410 in the issue of Wednesday, February 28, 1996, make the following correction: in the first column, in the correction paragraph, in

the 4th and 5th lines, "121-248" should read "91-248".

Issued in Washington, DC on March 6, 1996.

Donald P. Byrne,

*Assistant Chief Counsel.*

[FR Doc. 96-6020 Filed 3-12-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 39

[Docket No. 95-NM-276-AD; Amendment 39-9538; AD 96-03-01 R1]

#### Airworthiness Directives; Boeing Model 747 Series Airplanes

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

**ACTION:** Final rule; correction.

**SUMMARY:** This amendment clarifies information in an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that currently 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. Additionally, the AD 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. The actions specified in the AD are intended to prevent separation of the engine from the airframe due to migration of the tangential link upper bolt. This amendment clarifies an incorrect description of a part that is to be inspected. This amendment is prompted by communications received from the manufacturer that this part was described incorrectly in the published version of the AD.

**DATES:** Effective February 16, 1996.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of February 16, 1996 (61 FR 3550, February 1, 1996).

**FOR FURTHER INFORMATION CONTACT:** Tammy L. Dow, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2771; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** On January 22, 1996, the FAA issued AD 96-03-01, amendment 39-9496 (61 FR 3550, February 1, 1996), which is applicable to certain Boeing Model 747 series airplanes. That AD 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. Additionally, that AD 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 also is provided by that AD. That action was 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 required by that AD are intended to prevent separation of the engine from the airplane due to migration of the tangential link upper bolt.

Since the issuance of that AD, the manufacturer advised the FAA that, as published, paragraph (a)(1)(ii) of that AD incorrectly described a part. That paragraph specified that if the "tangential link upper bolt" is not installed on the forward side of the engine mount fitting, certain corrective actions are required. However, that paragraph should have specified that the corrective actions are necessary if the "tangential link upper bolt nut" is not installed on the forward side of the engine mount fitting. In all other parts of the published AD and its preamble, references to this part were described correctly.

Action is taken herein to clarify these requirements of AD 96-03-01 and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains February 16, 1996.

Since this action only clarifies a current requirement, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

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

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

#### Adoption of the Correction

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 removing amendment 39-9496 (61 FR 3550, February 1, 1996), and by adding a new airworthiness directive (AD), amendment 39-9538, to read as follows:

96-03-01 R1 Boeing: Amendment 39-9538. Docket 95-NM-276-AD. Revises AD 96-03-01, Amendment 39-9496.

*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 nut 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