

magazine or other periodical publication may use its own funds to defray costs incurred in staging public candidate debates held in accordance with 11 CFR 110.13.

(3) A corporation or labor organization may donate funds to nonprofit organizations qualified under 11 CFR 110.13(a)(1) to stage candidate debates held in accordance with 11 CFR 110.13 and 114.4(f).

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Dated: April 18, 1996.

Lee Ann Elliott,
Chairman.

[FR Doc. 96-10038 Filed 4-23-96; 8:45 am]

BILLING CODE 6715-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 11

[Docket No. 28518; Amendment No. 11-41]

General Rulemaking Procedures

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Technical amendment.

SUMMARY: The Federal Aviation Administration is making an editorial change to part 11 by changing the words "rule making" and "rule-making" to read "rulemaking". This change is being made for consistency.

EFFECTIVE DATE: April 24, 1996.

FOR FURTHER INFORMATION CONTACT: Clara Thieling, Office of the Chief Counsel, Regulations Division, AGC-200, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 267-3123.

SUPPLEMENTARY INFORMATION:

Background

In response to inquiries as to the uniformity of the spelling of the word rulemaking, the FAA is making an editorial change to part 11 to change the spelling of "rule-making" and "rule making" to "rulemaking". Because this action is merely a technical amendment, the FAA finds that prior notice and public procedure under 5 U.S.C. 553(b)(3)(B) are unnecessary. For the same reason, the FAA finds that good cause exists for making this amendment effective upon publication.

The Amendment

The FAA amends 14 CFR part 11 as follows:

PART 11—GENERAL RULEMAKING PROCEDURES

1. The authority citation for part 11 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40101, 40103, 40105, 40109, 40113, 44110, 44502, 44701-44702, 44711, and 46102.

2. In the heading and throughout part 11, remove the words "rule-making" and "rule making" wherever they appear, and add the word "rulemaking" in their place.

Issued in Washington, DC, on March 29, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations,
Office of the Chief Counsel.

[FR Doc. 96-10002 Filed 4-23-96; 8:45 am]

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14 CFR Part 39

[Docket No. 96-ANE-05; Amendment 39-9568; AD 96-08-02]

Airworthiness Directives; Hamilton Standard Models 14RF-9, 14RF-19, 14RF-21; and 14SF-5, 14SF-7, 14SF-11, 14SFL11, 14SF-15, 14SF-17, 14SF-19, and 14SF-23; and Hamilton Standard/British Aerospace 6/5500/F Propellers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Hamilton Standard Models 14RF-9, 14RF-19, 14RF-21; and 14SF-5, 14SF-7, 14SF-11, 14SFL11, 14SF-15, 14SF-17, 14SF-19, and 14SF-23; and Hamilton Standard/British Aerospace 6/5500/F propellers, that currently requires that all blades of applicable Hamilton Standard propellers be calibrated for ultrasonic transmissibility before conducting the ultrasonic shear wave inspection. In addition, that AD decreases the repetitive inspection interval for the Hamilton Standard Models 14RF-9, 14SF-5, -7, -11, -15, -17, -19, and -23 propellers from 1,250 flight cycles to 500 flight cycles. That AD also establishes a new ultrasonic shear wave inspection interval of 1,000 flight cycles for the Hamilton Standard Model 14RF-19, and 2,500 flight cycles for the Hamilton Standard Model 14RF-21 and Hamilton Standard/British Aerospace Model 6/5500/F. Also, that AD removes Hamilton Standard Model 14SFL11 propellers from service. This amendment requires a blade repair that constitutes terminating action to the

repetitive ultrasonic taper bore inspections. Repetitive ultrasonic taper bore inspections are required until the blade is repaired in accordance with this AD. This amendment is prompted by the development of a taper bore repair process that removes the damaged material and returns the blade to a condition that does not require repetitive ultrasonic taper bore inspections. The actions specified by this AD are intended to prevent separation of a propeller blade due to cracks initiating in the blade taper bore, that can result in aircraft damage, and possible loss of aircraft control.

DATES: Effective May 9, 1996.

The incorporation by reference of Hamilton Standard Alert Service Bulletins (ASB's): No. 14RF-9-61-A91, No. 14RF-19-61-A55, No. 14RF-21-61-A73, No. 14SF-61-A93, and No. 6/5500/F-61-A41, all dated December 7, 1995, and Hamilton Standard ASB's No. 14RF-9-61-A91, Revision 1, No. 14RF-19-61-A55, Revision 1, No. 14RF-21-61-A73, and Revision 1, No. 14SF-61-A93, all dated December 15, 1995, and No. 6/5500/F-61-A41, Revision 1, dated December 18, 1995; and Hamilton Standard ASB's No. 14RF-9-61-A95, No. 14RF-19-61-A57, No. 14RF-21-61-A75, No. 14SF-61-A95, and No. 6/5500/F-61-A43, all dated December 18, 1995, and Hamilton Standard ASB's No. 14RF-9-61-A95, Revision 1, No. 14RF-19-61-A57, Revision 1, No. 14RF-21-61-A75, Revision 1, No. 14SF-61-A95, Revision 1, and No. 6/5500/F-61-A43, Revision 1, all dated December 21, 1995, was previously approved by the Director of the Federal Register as of January 9, 1996 (61 FR 617).

The incorporation by reference of Hamilton Standard ASB's No. 14RF-9-61-A94, Revision 1, dated March 6, 1996; No. 14RF-19-61-A53, Revision 1, dated March 6, 1996; No. 14RF-21-61-A72, Revision 1, dated March 6, 1996; No. 14SF-61-A92, Revision 1, dated March 6, 1996; and No. 6/5500/F-61-A39, Revision 1, dated March 6, 1996; is approved by the Director of the Federal Register as of May 9, 1996.

Comments for inclusion in the Rules Docket must be received on or before June 24, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-ANE-05, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be submitted to the following Internet address: "epd-adcomments@mail.hq.faa.gov".