

along 59th Street to the point of beginning.

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Done in Washington, DC, this 6th day of November 1998.

Joan M. Arnoldi,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 98-30343 Filed 11-12-98; 8:45 am]

BILLING CODE 3410-34-P

FEDERAL ELECTION COMMISSION

11 CFR Parts 9003 and 9033

[Notice 1998-16]

Electronic Filing of Reports by Publicly Financed Presidential Primary and General Election Candidates

AGENCY: Federal Election Commission.

ACTION: Final Rule: Announcement of Effective Date.

SUMMARY: On Aug. 27, 1998, the Commission published the text of revised regulations concerning the electronic filing of reports by publicly financed Presidential primary and general election candidates. 63 FR 45679 (Aug. 27, 1998). These regulations implement portions of the Presidential Election Campaign Fund Act and the Presidential Primary Matching Payment Account Act, as well as Pub. L. 104-79. The Commission announces that these rules are effective as of November 13, 1998.

EFFECTIVE DATE: November 13, 1998.

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) 694-1650 or toll free (800) 424-9530.

SUPPLEMENTARY INFORMATION: Today, the Commission is announcing the effective date of new regulations at 11 CFR 9003.1(b)(11) and 9033.1(b)(13), which set forth conditions that Presidential candidates agree to abide by in exchange for receiving public financing for their campaigns. The amendments indicate that if Presidential candidates and their authorized committees computerize their campaign finance records, they must agree to participate in the Commission's recently established electronic filing program as a condition of voluntarily accepting federal funding.

Sections 9009(c) and 9039(c) of Title 26, United States Code, require that any rule or regulation prescribed by the Commission to implement Title 26 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 9003.1(b)(11) and 9033.1(b)(13) were transmitted to Congress on Aug. 21, 1998. Thirty legislative days expired in both the Senate and the House of Representatives on Oct. 21, 1998.

Announcement of Effective Date: 11 CFR 9003.1(b)(11) and 9033.1(b)(13), as published at 63 FR 45679 on Aug. 27, 1998, are effective as of November 13, 1998.

Dated: November 6, 1998.

Scott E. Thomas,

Acting Chairman, Federal Election Commission.

[FR Doc. 98-30297 Filed 11-12-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-305-AD; Amendment 39-10878; AD 89-18-07 R1]

RIN 2120-AA64

Airworthiness Directives; Raytheon Model BAe.125, DH.125, BH.125, and HS.125 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain Raytheon Model BAe.125, DH.125, BH.125, and HS.125 series airplanes, that currently requires inspection of the elevator mass balance side plate assembly and spigot for corrosion, and repair, if necessary; application of corrosion protection treatment; and installation of corrosion resistant Monel rivets in the elevator balance weight structure. That AD was prompted by reports of corrosion on the elevator mass balance side plate assembly and the balance weight spigot. The actions specified by that AD are intended to prevent such corrosion damage, which could lead to displacement of the side plate and consequent control surface interference and jamming of flight controls. This amendment limits the applicability of the existing AD.

DATES: Effective December 18, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 18, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. 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:

Mark Quam, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2145; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by revising AD 89-18-07, amendment 39-6297 (54 FR 33874, August 17, 1989), which is applicable to certain Raytheon Model BAe.125, DH.125, BH.125, and HS.125 series airplanes, was published in the **Federal Register** on August 13, 1998 (63 FR 43338). The action proposed to require inspection of the elevator mass balance side plate assembly and spigot for corrosion, and repair, if necessary; application of corrosion protection treatment; and installation of corrosion resistant Monel rivets in the elevator balance weight structure. The action also proposed to limit the applicability of the existing AD.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

Since the issuance of the existing AD, the FAA has reviewed the figures it has used in calculating the economic impact of AD activity. In order to account for various inflationary costs in the airline industry, the FAA has determined that it is necessary to increase the labor rate used in these calculations to \$60 per work hour. The cost impact information, below, has been revised to reflect this increase in the specified hourly labor rate.

Because this AD merely deletes airplanes from the applicability of the