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## FEDERAL ELECTION COMMISSION

### 11 CFR Part 9004

[Notice 2010–14]

#### Campaign Travel

**AGENCY:** Federal Election Commission.  
**ACTION:** Announcement of effective date.

**SUMMARY:** On December 7, 2009, the Commission published in the **Federal Register** final rules implementing the provision of the Honest Leadership and Open Government Act governing campaign travel on noncommercial aircraft. This document announces the effective date of amendments made by those final rules to Commission regulations pertaining to travel by and on behalf of publicly funded presidential candidates.

**DATES:** *Effective Date:* The effective date for the revision to 11 CFR 9004.7 is July 26, 2010.

**FOR FURTHER INFORMATION CONTACT:** Ms. Amy L. Rothstein, Assistant General Counsel, or Mr. Joshua S. Blume or Ms. Joanna S. Waldstreicher, Attorneys, 999 E Street, NW., Washington, DC 20463, (202) 694–1650 or (800) 424–9530.

**SUPPLEMENTARY INFORMATION:** On December 7, 2009, the Commission published final rules governing campaign travel on noncommercial aircraft, to implement section 601 of the Honest Leadership and Open Government Act of 2007. *See* Final Rules on Campaign Travel, 74 FR 63951 (Dec. 7, 2009) (the “Travel Rules”); Public Law 110–81, 121 Stat. 735 (codified at 2 U.S.C. 439a(c)). The Travel Rules restrict, and in some situations prohibit, Federal candidates and certain political committees from expending campaign funds for travel on non-commercial aircraft. The Travel Rules also revised Commission regulations regarding travel by and on behalf of presidential candidates

receiving public funding for the general election, 11 CFR 9004.7, promulgated pursuant to the Presidential Election Campaign Fund Act, 26 U.S.C. 9001, *et seq.*

Under the Administrative Procedure Act, 5 U.S.C. 553(d), and the Congressional Review of Agency Rulemaking Act, 5 U.S.C. 801(a)(1), agencies must submit final rules to the Speaker of the House of Representatives and the President of the Senate, and publish them in the **Federal Register** at least thirty calendar days before they take effect. In addition, any rules or regulations prescribed by the Commission to carry out the provisions of the Presidential Election Campaign Fund Act must be transmitted to the Speaker of the House of Representatives and the President of the Senate at least thirty legislative days before they are finally promulgated. 26 U.S.C. 9009(c). The thirty legislative day period that began when the Travel Rules were transmitted to Congress ended on February 1, 2010.

In the Travel Rules, the Commission stated that it would publish a separate document announcing the effective date of the amendment to 11 CFR 9004.7 at a later date. Travel Rules, 74 FR at 63951. Through this Notice, the Commission announces that the effective date of the amendment to 11 CFR 9004.7 is the date on which this document is published in the **Federal Register**.

Dated: July 20, 2010.

On behalf of the Commission.

**Matthew S. Petersen,**

*Chairman, Federal Election Commission.*

[FR Doc. 2010–18145 Filed 7–23–10; 8:45 am]

**BILLING CODE 6715–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2010–0457; Directorate Identifier 2010–CE–019–AD; Amendment 39–16371; AD 2010–15–05]

RIN 2120–AA64

#### Airworthiness Directives; Aircraft Industries a.s. Model L 23 Super Blanik Gliders

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Final rule.

**SUMMARY:** We are superseding an existing airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

Cracks on the stabilizer elevator inner hinges of seven L 23 SUPERBLANIK sailplanes have been detected during an inspection.

This condition, if not corrected, could result in no longer retaining the elevator in place and in jamming of the Pilot’s elevator control system, and subsequent loss of elevator control.

We are issuing this AD to require actions to correct the unsafe condition on these products.

**DATES:** This AD becomes effective August 30, 2010.

As of April 26, 2010 (75 FR 17295, April 6, 2010), the Director of the Federal Register approved the incorporation by reference of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010, listed in this AD.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the Docket Management Facility, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust,

Room 301, ACE-112, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on April 29, 2010 (75 FR 22543), and proposed to supersede AD 2010-08-01, Amendment 39-16256 (75 FR 17295; April 6, 2010). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states that:

Cracks on the stabilizer elevator inner hinges of seven L 23 SUPERBLANIK sailplanes have been detected during an inspection.

This condition, if not corrected, could result in no longer retaining the elevator in place and in jamming of the Pilot's elevator control system, and subsequent loss of elevator control.

For the reasons stated above, this Emergency AD requires the inspection of the elevator inner hinges, and the accomplishment of the relevant corrective actions as necessary.

##### Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

##### Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

##### Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the MCAI in order to follow FAA policies. Any such differences are highlighted in a **Note** within the AD.

##### Costs of Compliance

We estimate that this AD will affect 103 products of U.S. registry. We also estimate that it will take about 2 work-hours per product to comply with the

basic requirements of this AD. The average labor rate is \$85 per work-hour.

Based on these figures, we estimate the cost of this AD to the U.S. operators to be \$17,510 or \$170 per product.

In addition, we estimate that any necessary follow-on actions would take about 4 work-hours and require parts costing \$500, for a cost of \$840 per product. We have no way of determining the number of products that may need these actions.

##### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

##### Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect 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.

For the reasons discussed above, I certify this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866;
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD Docket.

##### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9

a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

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

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

##### Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

##### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by removing Amendment 39-16256 (75 FR 17295; April 6, 2010) and adding the following new AD:

**2010-15-05 Aircraft Industries a.s.:**  
Amendment 39-16371; Docket No. FAA-2010-0457; Directorate Identifier 2010-CE-019-AD.

##### Effective Date

(a) This airworthiness directive (AD) becomes effective August 30, 2010.

##### Affected ADs

(b) This AD supersedes AD 2010-08-01, Amendment 39-16256.

##### Applicability

(c) This AD applies to Aircraft Industries a.s. Model L 23 Super Blanik Gliders, all serial numbers, certificated in any category.

##### Subject

(d) Air Transport Association of America (ATA) Code 55: Stabilizers.

##### Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

Cracks on the stabilizer elevator inner hinges of seven L 23 SUPERBLANIK sailplanes have been detected during an inspection.

This condition, if not corrected, could result in no longer retaining the elevator in place and in jamming of the Pilot's elevator control system, and subsequent loss of elevator control.

For the reasons stated above, this Emergency AD requires the inspection of the elevator inner hinges, and the accomplishment of the relevant corrective actions as necessary.

## Actions and Compliance

(f) Unless already done, do the following actions:

(1) Before further flight as of April 6, 2010 (the effective date of AD 2010–08–01), inspect the elevator inner hinges on the stabilizer following paragraphs A.1., A.2., and A.4. of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

(2) Repetitively thereafter at intervals not to exceed every 1,000 hours time-in-service, inspect the elevator inner hinges on the stabilizer following paragraphs A.1., A.2., and A.4. of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

(3) If, as a result of the inspection required by paragraph (f)(1) or (f)(2) of this AD, you find any elevator inner hinge on the elevator is cracked or damaged, before further flight, replace it following paragraphs A.3. and A.4. of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

## FAA AD Differences

**Note:** This AD differs from the MCAI and/or service information as follows: No differences.

## Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4130; fax: (816) 329–4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120–0056.

## Related Information

(h) Refer to MCAI EASA Emergency AD No.: 2010–0037–E, dated March 8, 2010; and Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010, for related information.

## Material Incorporated by Reference

(h) You must use Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated

March 2, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) On April 26, 2010 (75 FR 17295, April 6, 2010), the Director of the Federal Register previously approved the incorporation by reference of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

(2) For service information identified in this AD, contact Aircraft Industries, a.s.—Nazáhonech1177, 686 04 Kunovice, Czech Republic; telephone: +420 572 817 660; fax: +420 572 816 112; e-mail: [ots@let.cz](mailto:ots@let.cz); Internet: <http://www.let.cz>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329–3768.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on July 15, 2010.

**Kim Smith,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2010–18022 Filed 7–23–10; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA–2010–0122; Directorate Identifier 2009–CE–067–AD; Amendment 39–16338; AD 2010–13–07]**

**RIN 2120–AA64**

#### **Airworthiness Directives; Piper Aircraft, Inc. Models PA–32R–301T and PA–46–350P Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to AD 2010–13–07, which was published in the **Federal Register** on June 23, 2010 (75 FR 35619), and applies to certain Piper Aircraft, Inc. Models PA–32R–301T and PA–46–350P airplanes. AD 2010–13–07 requires you to replace V-band exhaust couplings, part number (P/N) Lycoming 40D21162–340M or Eaton/Aeroquip 55677–340M with an improved design Eaton/Aeroquip P/N NH1009399–10 or Lycoming P/N 40D23255–340M. In the Summary and Discussion sections of the

published AD, we incorrectly stated that the AD requires replacing any spot-welded, V-band exhaust coupling with a riveted, V-band exhaust coupling instead of stating the specific P/N to be replaced. Also, in the Cost of Compliance section, we incorrectly stated that Model PA–32R–301T airplanes, instead of Model PA–46–350P airplanes, are equipped with two of the affected V-band clamps. We are issuing this document to help eliminate any confusion that this AD may have created.

**DATES:** The effective date of this correction is July 26, 2010. The effective date of this AD (2010–13–07) remains July 28, 2010.

**FOR FURTHER INFORMATION CONTACT:** Darby Mirocha, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474–5573; fax: (404) 474–5606; e-mail: [darby.mirocha@faa.gov](mailto:darby.mirocha@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Discussion**

On June 14, 2010, the FAA issued AD 2010–13–07, Amendment 39–16338 (75 FR 35619, June 23, 2010), which applies to certain Piper Aircraft, Inc. Models PA–32R–301T and PA–46–350P airplanes. AD 2010–13–07 requires you to replace V-band exhaust couplings, P/N Lycoming 40D21162–340M or Eaton/Aeroquip 55677–340M with an improved design Eaton/Aeroquip P/N NH1009399–10 or Lycoming P/N 40D23255–340M.

In the published AD, we incorrectly stated in the the Summary and Discussion sections that the AD requires replacing any spot-welded, V-band exhaust coupling with a riveted, V-band exhaust coupling instead of stating the specific P/N to be replaced. Also, in the Cost of Compliance section, we incorrectly stated which of the affected model airplanes are equipped with two of the affected V-band clamps.

#### **Need for the Correction**

This correction is needed to help eliminate any confusion that this AD may have created.

#### **Correction of Publication**

Accordingly, the publication of June 23, 2010 (75 FR 35619), of Amendment 39–16338; AD 2010–13–07, which was the subject of FR Doc. 2010–14991, is corrected as follows:

On page 35619, under the heading “Summary,” in line 5, change the word “any” to “specific.”

On page 35620, under the heading “Discussion,” in line 11, change the word “any” to “specific.”