

For the reasons set forth in the preamble, 7 CFR Part 985 is proposed to be amended as follows:

**PART 985—MARKETING ORDER
REGULATING THE HANDLING OF
SPEARMINT OIL PRODUCED IN THE
FAR WEST**

1. The authority citation for 7 CFR Part 985 continues to read as follows:

Authority: 7 U.S.C. 601–674.

2. A new § 985.217 is added to read as follows:

Note: This section will not appear in the Code of Federal Regulations.

§ 985.217 Salable quantities and allotment percentages—1998–99 marketing year.

The salable quantity and allotment percentage for each class of spearmint oil during the marketing year beginning on June 1, 1998, shall be as follows:

- (a) Class 1 (Scotch) oil—a salable quantity of 1,187,077 pounds and an allotment percentage of 65 percent.
- (b) Class 3 (Native) oil—a salable quantity of 1,155,217 pounds and an allotment percentage of 57 percent.

Dated: December 18, 1997.

Robert C. Keeney,

Deputy Administrator, Fruit and Vegetable Programs.

[FR Doc. 97–33592 Filed 12–23–97; 8:45 am]

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FEDERAL ELECTION COMMISSION

11 CFR Parts 102, 104 and 108

[Notice 1997–21]

Recordkeeping and Reporting

AGENCY: Federal Election Commission.

ACTION: Notice of Public Hearing.

SUMMARY: The Federal Election Commission is announcing a public hearing on proposed changes to its regulations that govern recordkeeping, reporting, and filing with State officers under the Federal Election Campaign Act of 1971, as amended.

DATES: The hearing will be held at 10:00 a.m. on February 11, 1998. Requests to testify must be received on or before January 23, 1998. Persons requesting to testify also must submit written comments by January 23, 1998, if they have not previously filed written comments on the proposed rules.

ADDRESSES: Requests to testify, and any accompanying comments, should be addressed to Ms. Susan E. Propper, Assistant General Counsel, and must be submitted in either written or electronic form. Written requests and comments

should be sent to the Commission's postal service address: Federal Election Commission, 999 E Street, NW., Washington, DC 20463. Faxed requests and comments should be sent to (202) 219–3923. Commenters submitting faxed documents also should submit a printed copy to the Commission's postal service address to ensure legibility. Requests to testify and comments also may be sent by electronic mail to "reprec@fec.gov". Persons sending requests and comments by electronic mail should include their full name, electronic mail address and postal service address within the text of the request and comments. Commission hearings are held in the Commission's ninth floor meeting room, 999 E Street, N.W., Washington, D.C.

FOR FURTHER INFORMATION CONTACT: Ms. Susan E. Propper, Assistant General Counsel, or Ms. Teresa A. Hennessy, Attorney, 999 E Street, N.W., D.C. 20463, (202) 219–3690 or (800) 424–9530.

SUPPLEMENTARY INFORMATION: On September 26, 1997, the Commission published in the **Federal Register** a Notice of Proposed Rulemaking ['NPRM'] on multiple amendments to the requirements for recordkeeping, reporting, and filing with State officers at 11 CFR 102.9, 104.3 and part 108. 62 FR 50708. The NPRM announced that a hearing on the proposed rules would be held on November 5, 1997 if the Commission received sufficient requests to testify.

The comment period on the NPRM ended on October 27, 1997. The Commission received comments from four sources; three of these did not request to testify at a hearing. A fourth expressed interest in testifying but was unable to appear on the scheduled hearing date. After further considering this comment, as well as the other comments received in response to the NPRM, the Commission believes a public hearing would be beneficial in considering the issues raised in the rulemaking. The hearing will be held at 10:00 a.m. on February 11, 1998.

Dated: December 18, 1997.

John Warren McGarry,

Chairman, Federal Election Commission.

[FR Doc. 97–33561 Filed 12–23–97; 8:45 am]

BILLING CODE 6715–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–CE–70–AD]

RIN 2120–AA64

Airworthiness Directives; Socata—Groupe Aerospatiale Models TB9, TB10, and TB200 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain SOCATA—Groupe AEROSPATIALE (Socata) Models TB9, TB10, and TB200 airplanes. The proposed AD would require inspecting the main landing gear (MLG) support ribs for cracks, replacing MLG support ribs that have cracks beyond a certain level, and incorporating a certain MLG support rib reinforcement kit. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by the proposed AD are intended to prevent MLG failure caused by cracks in the support ribs, which could result in loss of control of the airplane during landing operations.

DATES: Comments must be received on or before January 26, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 95–CE–70–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from the SOCATA—Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; telephone: 62.41.74.26; facsimile: 62.41.74.32; or the Product Support Manager, SOCATA—Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 964–6877; facsimile: (954) 964–1668. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 1201

Walnut Street, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-CE-70-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 95-CE-70-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Socata Models TB9, TB10, and TB200 airplanes. The DGAC reports several incidents of the main landing gear (MLG) support ribs cracking on the above-referenced airplanes. These conditions, if not detected and corrected, could result in MLG failure with consequent loss of control of the airplane during landing operations.

Relevant Service Information

Socata has issued Service Bulletin No. SB 10-085, Amdt. 2, dated April 1996, which specifies procedures for inspecting the MLG support ribs for cracks. Also included in this service bulletin is reference to certain MLG support rib reinforcement kits that should be incorporated on the Socata Models TB9, TB10, and TB200 airplanes, depending on the inspection results. The procedures for incorporating the modification kits are either in the technical instructions included with the kit or the maintenance manual.

The DGAC classified this service bulletin as mandatory and issued DGAC AD 94-265(A)R4, dated June 19, 1996, in order to assure the continued airworthiness of these airplanes in France.

The FAA's Determination

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above.

The FAA has examined the findings of the DGAC; reviewed all available information, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Socata Models TB9, TB10, and TB200 airplanes of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require inspecting the MLG support ribs for cracks, replacing any MLG support ribs that have cracks beyond a certain level, and incorporating a certain MLG support rib reinforcement kit if cracks beyond a certain level are not found. Accomplishment of the proposed inspections would be in accordance with Socata Service Bulletin No. SB 10-085, Amdt. 2, dated April 1996. Accomplishment of the proposed kit modifications, as applicable, would be in accordance with either the technical instructions included with the kit or the maintenance manual.

Differences Between the French AD, the Service Bulletin, and This Proposed AD

French AD 94-265(A)R4, dated June 19, 1996, and Socata Service Bulletin No. SB 10-085, Amdt. 2, dated April 1996, both give the owners/operators of certain Models TB10 and TB200 airplanes the option of incorporating a MLG support rib reinforcement kit or repetitively inspecting if no cracks are found in the MLG support ribs during the initial inspection.

The FAA's policy is to provide corrective action that will eliminate the need for repetitive inspections. The FAA has determined that long-term operational safety will be better assured by design changes that remove the source of the problem, rather than by repetitive inspections or other special procedures.

Because the incorporation of the applicable MLG support rib reinforcement kit on the affected airplanes eliminates the need for repetitive inspections, the proposed AD differs from the service bulletin and French AD in that it would mandate eventual incorporation of the applicable MLG support rib reinforcement kit.

Cost Impact

The FAA estimates that 146 airplanes in the U.S. registry would be affected by the proposed AD.

Accomplishing the proposed inspection would take approximately 1 workhour per airplane, at an average labor rate of approximately \$60 an hour. Based on these figures, the total cost impact of the proposed inspection on U.S. operators is estimated to be \$8,760, or \$60 per airplane.

The proposed modification would take approximately 1 workhour to incorporate the applicable kits on each wing (total of 2 workhours), at an average labor rate of \$60 per hour. Parts cost approximately \$1,200 per airplane (\$300 per kit; 2 kits per wing \times 2 wings per airplane). Based on these figures, the total cost impact of the proposed modification on U.S. operators is estimated to be \$192,720 or \$1,320 per airplane.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

Socata—Groupe Aerospatiale: Docket No. 95-CE-70-AD.

Applicability: Models TB9, TB10, and TB200 airplanes, serial numbers 1 through 9999, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been 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 request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent main landing gear (MLG) failure caused by cracks in the support ribs, which could result in loss of control of the airplane during landing operations, accomplish the following:

Note 2: The compliance times of this AD are presented in landings instead of hours time-in-service (TIS). If the number of landings is unknown, hours TIS may be used by multiplying the number of hours TIS by 0.67.

Note 3: The paragraph structure of this AD is as follows: Level 1: (a), (b), (c), etc.; Level 2: (1), (2), (3), etc.; Level 3: (i), (ii), (iii), etc. Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) For TB9, serial numbers (S/N) 1 through 1442 and 1444 through 1574; and TB10, S/N 1 through 803; 805; 806; 809 through 815; 820; 821; and 822, airplanes that are not equipped with either wing rib reinforcement kit No. OPT10910800 (TB9 and TB10 airplanes) or do not have reinforced ribs (TB10 airplanes), part number (P/N) TB10 11008001 and P/N TB10 11008002, accomplish the following:

(1) Upon accumulating 1,500 landings on the MLG support ribs or within the next 75 landings after the effective date of this AD, whichever occurs later, inspect the MLG support ribs for cracks at all four locations (two per wing) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Socata Service Bulletin No. SB 10-085, Amdt. 2, dated April 1996.

(2) If any cracks are found that are out of the tolerances specified in the maintenance manual, prior to further flight, replace the ribs with reinforced ribs, P/N TB10 11008001 and P/N TB10 11008002. Accomplish the replacement in accordance with the maintenance manual.

(3) If any cracks are found that are within the tolerances specified in the maintenance manual, prior to further flight, incorporate wing rib reinforcement kit No. OPT10910800 in accordance with the maintenance manual.

(4) If no cracks are found, upon accumulating 3,000 landings on the MLG support ribs or within the next 100 landings after the effective date of this AD, whichever occurs later, incorporate wing rib reinforcement kit No. OPT10910800 in accordance with the maintenance manual.

(b) For Models TB10 and TB200 airplanes, S/N 804; 807; 808; 816 through 819; 823 through 1701; 1707 through 1733; and 1737 to 1761, accomplish the following:

(1) Upon accumulating 6,000 landings on the MLG support ribs or within the next 75 landings after the effective date of this AD, whichever occurs later, inspect the MLG support ribs for cracks at all four locations (two per wing) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Socata Service Bulletin No. SB 10-085, Amdt. 2, dated April 1996.

(2) At the applicable compliance time presented below, incorporate wing rib reinforcement kit No. OPT10 920100 in

accordance with the Technical Instruction of Modification, OPT10 9201-57, Reinforcement of the Main Landing Gear Support Ribs, which incorporates the following pages:

| Pages | Revision level | Date |
|-------------------|-------------------|----------------|
| 1 and 2 | Amendment 1 | April 1996. |
| 3 through 27 | Original Issue .. | November 1995. |

(i) Prior to further flight if any cracks are found.

(ii) Upon accumulating 7,500 landings on the MLG support ribs or within the next 100 landings after the effective date of this AD, whichever occurs later, if no cracks are found.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) Questions or technical information related to the service information referenced in this AD should be directed to the SOCATA—Groupe AEROSPATIALE, Socata Product Support, Aeroport Tarbes-Ossun-Lourdes, B P 930, 65009 Tarbes Cedex, France; telephone: 62.41.74.26; facsimile: 62.41.74.32; or the Product Support Manager, SOCATA—Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 964-6877; facsimile: (954) 964-1668. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City.

Note 5: The subject of this AD is addressed in French AD 94-265(A)R4, dated June 19, 1996.

Issued in Kansas City, Missouri, on December 16, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-33511 Filed 12-23-97; 8:45 am]

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