

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

rule, the AD otherwise adds no additional costs, and requires no additional work to be performed by affected operators.

The FAA estimates that 346 airplanes of U.S. registry will be affected by this AD, that it will take approximately 10 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$207,600, or \$600 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### Regulatory Impact

The regulations adopted herein will 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 final rule does 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

### List of Subjects in 14 CFR Part 39

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

### Adoption of the Amendment

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 U.S.C. 106(g), 40113, 44701.

### § 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-6297 (54 FR 33874, August 17, 1989), and by adding a new airworthiness directive (AD), amendment 39-10878, to read as follows:

**89-18-07 R1 Raytheon Aircraft Company (Formerly Beech, Raytheon Corporate Jets, British Aerospace, Hawker Siddeley, et al.):** Amendment 39-10878. Docket 97-NM-305-AD. Revises AD 89-18-07, Amendment 39-6297.

**Applicability:** Model BAe.125, DH.125, BH.125, and HS.125 series airplanes; up to and including series 700; 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 (b) 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.

**Note 2:** Raytheon (Beech) Model DH.125-400B, BH.125-400B and -600B, HS.125-600B and -700B, and BAe 125-800B series airplanes are similar in design to the airplanes that are subject to the requirements of this AD, and, therefore, also may be subject to the unsafe condition addressed by this AD. However, as of the effective date of this AD, those models are not type certificated for operation in the United States. Airworthiness authorities of countries in which those models are approved for operation should consider adopting corrective action, applicable to these models, that is similar to the corrective action required by this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent control surface interference and jamming of flight controls, accomplish the following:

(a) Within 3 years since the date of airplane manufacture, or within 60 days after September 21, 1989 (the effective date of AD 89-18-07, amendment 39-6297), whichever occurs later, accomplish the following:

(1) Inspect the elevator mass balance weight side plate assembly and balance weight spigot for corrosion, in accordance with British Aerospace Service Bulletin 27-142, Revision 2, dated June 10, 1987, or Revision 3, dated November 13, 1989. Any

corrosion detected during this inspection must be repaired prior to further flight, in accordance with the service bulletin.

(2) Apply corrosion protection treatment and install Monel rivets, part number MS9318-052, or British Standard Specification SP88-304 rivets, in the elevator balance weight structure, in accordance with British Aerospace Service Bulletin 27-142, Revision 2, dated June 10, 1987, or Revision 3, dated November 13, 1989.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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) The actions shall be done in accordance with British Aerospace Service Bulletin 27-142, Revision 2, dated June 10, 1987, or British Aerospace Service Bulletin 27-142, Revision 3, dated November 13, 1989, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1 .....	3 .....	November 13, 1989.
2 .....	Original ..	May 15, 1987.
3 .....	2 .....	June 10, 1987.
4 .....	1 .....	May 21, 1987.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on December 18, 1998.

Issued in Renton, Washington, on November 3, 1998.

**Darrell M. Pederson,**  
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 98-30050 Filed 11-12-98; 8:45 am]  
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