

supervision of the Processed Products Branch of the Fruit and Vegetable Division, with the costs of certifying the disposal of the olives borne by the importer. Exempt olives are those imported for processing into oil or donation to charity. Any person may also import up to 100 pounds (drained weight) of canned ripe olives or bulk olives exempt from these grade and size requirements.

This final rule modifies paragraph (b)(12) of the olive import regulation to authorize the importation of bulk olives which do not meet the minimum size requirements established for olives for whole and whole pitted uses to be used in the production of limited use styles during the 1995-96 crop year.

Permitting the use of smaller olives in the production of limited use styles will allow importers to better take advantage of the strong market for halved, segmented, sliced, and chopped canned ripe olives. Importers will be able to import and market more olives than would be permitted in the absence of this relaxation in size requirements. This additional opportunity is provided to maximize the use of the available olive supply and facilitate market expansion. In the absence of this rule, the smaller fruit could not be imported for limited uses, and would have to be disposed of through less profitable, non-canning uses under the supervision of the inspection service, exported, or utilized in exempt outlets.

Based on these considerations, the Administrator of the AMS has determined that this action will not have a significant economic impact on a substantial number of small entities.

In accordance with section 8e of the Act, the U.S. Trade Representative has concurred with the issuance of this final rule.

After consideration of all relevant material presented, including the committee's recommendations and other information, it is found that finalizing the interim final rule, without change, as published in the Federal Register on August 17, 1995 (60 FR 42772), will tend to effectuate the declared policy of the Act.

List of Subjects

7 CFR Part 932

Marketing agreements, Olives, Reporting and recordkeeping requirements.

7 CFR Part 944

Avocados, Food grades and standards, Grapefruit, Grapes, Imports, Kiwifruit, Limes, Olives, Oranges.

For the reasons set forth in the preamble, 7 CFR parts 932 and 944 are amended as follows:

PART 932—OLIVES GROWN IN CALIFORNIA

Accordingly, the interim final rule amending 7 CFR part 932, which was published at 60 FR 42772 on August 17, 1995, is adopted as a final rule without change.

PART 944—FRUITS; IMPORT REGULATIONS

Accordingly, the interim final rule amending 7 CFR part 944, which was published at 60 FR 42772 on August 17, 1995, is adopted as a final rule without change.

Dated: November 3, 1995.
Sharon Bomer Lauritsen,
Deputy Director, Fruit and Vegetable Division.
[FR Doc. 95-27814 Filed 11-8-95; 8:45 am]
BILLING CODE 3410-02-P

FEDERAL ELECTION COMMISSION

11 CFR Parts 104, 110, and 114

[Notice 1995-18]

Repeal of Obsolete Rules

AGENCY: Federal Election Commission.
ACTION: Final rule; announcement of effective date.

SUMMARY: On June 15, 1995 (60 FR 31381), the Commission published the text of revised regulations repealing three obsolete provisions of the Commission's rules. The repealed provisions addressed contributions to retire pre-1975 debts; certain 1976 payroll deductions for separate segregated funds; and an alternative reporting option for candidates in presidential elections held prior to January 1, 1981. The Commission announces that these rules are repealed as of November 9, 1995.

EFFECTIVE DATE: November 9, 1995.
FOR FURTHER INFORMATION CONTACT: Ms. Susan E. Propper, Assistant General Counsel, 999 E Street, NW., Washington, DC 20463, (202) 219-3690 or toll free (800) 424-9530.

SUPPLEMENTARY INFORMATION: Section 438(d) of Title 2, United States Code, requires that any rule or regulation prescribed by the Commission to implement Title 2 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 Parts 104, 110 and

114 were transmitted to Congress on July 19, 1995. Thirty legislative days expired in the Senate on September 14, 1995, and in the House of Representatives on October 11, 1995.

This rulemaking marks the Commission's first use of "direct final rules," under which proposed rules that are not expected to receive any adverse comments are sent to Congress for the legislative review period at the close of the public comment period, if in fact no negative comments are received. This eliminates the need to publish the final rules as a separate document, while still giving the public adequate notice of the proposed revisions. No adverse comments were received in response to the June 15, 1995, proposal.

The repealed rules include 11 CFR 104.17, which established alternative filing procedures for authorized committees of candidates for President and Vice President for elections that occurred prior to January 1, 1981; 11 CFR 110.1(g), which exempted certain contributions made to retire debts resulting from elections held prior to January 1, 1975, from the 11 CFR part 110 contribution limits; and 11 CFR 114.12(d), which allowed a corporation that offered all of its employees a payroll deduction plan prior to May 11, 1976, for contributions made to the corporation's separate segregated fund to continue to make such deductions for those employees who were not executive or administrative personnel, or stockholders, until December 31, 1976.

Announcement of Effective Date: Accordingly, the regulations removing 11 CFR 104.17, 110.1(g), and 114.12(d) published on June 15, 1995 (60 FR 31381) are effective November 9, 1995.

Dated: November 3, 1995.
Lee Ann Elliott,
Vice Chairman.
[FR Doc. 95-27642 Filed 11-8-95; 8:45 am]
BILLING CODE 6715-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-194-AD; Amendment 39-9419; AD 95-22-11]

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.
ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320 series airplanes. This action requires reinforcement of the fuselage frame (FR) 20 between stringer 30 and 32 in the forward fuselage. This amendment is prompted by the results of fatigue testing, which revealed that fatigue cracks can develop on the web and cap of lower left FR20. The actions specified in this AD are intended to prevent the initiation and propagation of such fatigue cracking, which could adversely affect the structural integrity of this area of the fuselage.

DATES: Effective November 24, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 24, 1995.

Comments for inclusion in the Rules Docket must be received on or before January 8, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-194-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Tim Backman, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2797; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: 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 Airbus Model A320 series airplanes. The DGAC advises that, during full-scale fatigue testing conducted by the manufacturer, fatigue cracking was found to occur on the test airplane at the web and cap of the lower left fuselage frame (FR) 20 at 66,100 simulated flights. Fatigue cracking in this area, if not corrected, could adversely affect the structural integrity of the forward fuselage in the area of FR20.

Airbus has issued Service Bulletin A320-53-1017, Revision 1, dated

September 7, 1993, which describes procedures for reinforcing left FR20 between stringers 30 and 32 by adding a web splice and a cap splice. The DGAC classified this service bulletin as mandatory and issued French airworthiness directive (CN) 93-107-045(B), dated July 7, 1993, in order to assure the continued airworthiness of these airplanes in France.

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 21.19) 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, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent initiation and propagation of fatigue cracking in the area of FR20, which could adversely affect the structural integrity of the fuselage. This AD requires installation of a reinforcing web splice and cap splice in left FR20 between stringers 30 and 32. The actions are required to be accomplished in accordance with the service bulletin described previously.

None of the Model A320 series airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 23 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Required parts would cost approximately \$2,496 per airplane. Based on these figures, the total cost impact of this AD would be \$3,876 per airplane.

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional

burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-NM-194-AD." The postcard will be date stamped and returned to the commenter.

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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-22-11 Airbus: Amendment 39-9419. Docket 95-NM-194-AD.

Applicability: Model A320 airplanes; having manufacturer's serial numbers (MSN) 006, 008, 011, 017, 018, 039, 042, 045, 046, and 047; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 use the authority provided in paragraph (b) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent the initiation and propagation of fatigue cracking in fuselage frame 20, which could adversely affect the structural

integrity of this area of the fuselage, accomplish the following:

(a) Prior to the accumulation of 14,000 total landings, or within 6 months after the effective date of this AD, whichever occurs later, reinforce the left fuselage frame (FR) 20 between stringers 30 and 32, in accordance with Airbus Service Bulletin A320-53-1017, Revision 1, dated September 7, 1993.

(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 2: 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.

(e) The reinforcement shall be done in accordance with Airbus Service Bulletin A320-53-1017, Revision 1, dated September 7, 1993, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 3	1	September 7, 1993.
2, 4-16 ..	Original ..	December 4, 1991.

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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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.

(f) This amendment becomes effective on November 24, 1995. Issued in Renton, Washington, on October 24, 1995.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-26869 Filed 11-8-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 94-AWP-8]

Establishment of Class D Airspace; Bullhead City, AZ; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the geographic coordinates of a final rule that was published in the Federal Register on October 6, 1995, Airspace Docket No. 94-AWP-8. The final rule established a Class D airspace area at Bullhead City, AZ.

EFFECTIVE DATE: 0901 UTC, January 4, 1996.

FOR FURTHER INFORMATION CONTACT: Scott Speer, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6533.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 95-24944, Airspace Docket No. 94-AWP-8, published on October 6, 1995 (60 FR 52293), established a Class D airspace area at Bullhead City, AZ. An error was discovered in the geographic coordinates for the Laughlin/Bullhead International Airport, AZ. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Laughlin/Bullhead International Airport, AZ, as published in the Federal Register on October 6, 1995 (60 FR 52293), (Federal Register Document 95-24944), are corrected as follows:

§ 71.1 [Corrected]

AWP AZ D Bullhead City, AZ [Corrected]

On page 52294, column 1, the geographic coordinates for Laughlin/Bullhead International Airport, AZ, are corrected by removing "(lat. 35°08'50" N, long. 114°33'32" W)" and adding "(lat. 35°09'27" N, long. 114°33'34" W)".

Issued in Los Angeles, California, on October 27, 1995.

Rose L. Marino,

Acting Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 95-27707 Filed 11-8-95; 8:45 am]

BILLING CODE 4910-13-M