

100.16; *see also* 2 U.S.C. 431(17). Political committees and other persons making independent expenditures (“Filers”) must file reports disclosing their independent expenditures at certain regular intervals. *See* 2 U.S.C. 434(a)(4) and (c); 11 CFR 104.4 and 109.10(b). In addition, Filers must report all independent expenditures that aggregate more than certain dollar amounts during certain reporting periods within either 24 hours or 48 hours of the date on which the person makes or contracts to make independent expenditures. 2 U.S.C. 434(g). The Commission’s regulation requires that Filers “ensure that the Commission receives these reports by [either 24 hours or 48 hours] following the date on which a communication that constitutes an independent expenditure is publicly distributed or otherwise publicly disseminated.” 11 CFR 104.4(b)(2); *see also* 11 CFR 104.4(c), and (f), and 109.10(c) and (d).

The actual public dissemination date of independent expenditure communications that take the form of items such as yard signs, mini-billboards, handbills, t-shirts, hats, and buttons may be difficult to ascertain, however, particularly where the items are disseminated in stages or where the Filer is an organization that purchases the items from a vendor, and then retains the items for a period of time before distributing them to affiliate or member organizations or to individuals, such as the organization’s employees, members or customers, to wear or display in public. For this reason, the Commission is issuing this notice to clarify that a range of acceptable dates may be used as the public dissemination date¹ for these forms of independent expenditure communications for both individual and organizational Filers.

For purposes of the reporting requirements in 11 CFR 104.4(b)(2), (c), and (f), and 109.10(c) and (d), the Commission hereby clarifies that the Filer may report independent

¹ This notice focuses on the date on which independent expenditures are “publicly disseminated,” rather than the date on which they are “publicly distributed.” Generally, independent expenditures that are made public by broadcast, cable or satellite are “publicly distributed.” *See* 11 CFR 100.29(b)(2); *see also* Explanation and Justification for Final Rules on Bipartisan Campaign Reform Act of 2002 Reporting, 68 FR 404, 407 (Jan. 3, 2003). In contrast, all other forms of independent expenditure communications, such as those made public in newspapers, magazines, or via handbills are considered to be “publicly disseminated.” *See* Explanation and Justification for Final Rules on Bipartisan Campaign Reform Act of 2002 Reporting, 68 FR 404, 407 (Jan. 3, 2003). This particular rule interprets “publicly disseminated” for those items that do not have an inherent date certain for public dissemination, such as yard signs, mini-billboards, handbills, t-shirts, hats, and buttons.

expenditure communications that take the form of items such as yard signs, mini-billboards, handbills, t-shirts, hats, buttons, as “publicly disseminated” on any reasonable date starting with the date the Filer receives or exercises control over the items in the usual and normal course of dissemination, up to and including the date that the communications are actually disseminated to the public.² Reasonable dates that may be treated as the date of public dissemination include, but are not limited to (1) The date that a Filer receives delivery of the communication, (2) the date that a Filer distributes the communication to its members or employees for later public dissemination, (3) the date that a Filer distributes the communications to its affiliate or member organizations for later public dissemination, (4) the date as of which the Filer authorizes its members or employees to display the communication, or (5) the date of actual public dissemination, if that date is known to the Filer.³ In no event, however, may a Filer choose a date that is later than the actual date of dissemination. Similarly, in no event may a Filer choose a date that is subsequent to the date of the election to which the independent expenditure communication pertains.

The Commission believes that this interpretation of its regulations provides Filers with an administratively workable method for determining the date of dissemination for these types of independent expenditure communications, consistent with the “[c]ongressional intent to emphasize and ensure timely disclosure” of independent expenditures. Explanation and Justification for Final Rules on Independent Expenditure Reporting, 67 FR 12834, 12837 (Mar. 20, 2002).

This document is an interpretive rule announcing the general course of action that the Commission intends to follow. This interpretive rule does not constitute an agency action requiring notice of proposed rulemaking, opportunities for public participation, prior publication, or delay in effective date under 5 U.S.C. 553 of the Administrative Procedures Act. It does not bind the Commission or any members of the general public, nor does

² Once the public dissemination date is established, independent expenditure communications must be reported pursuant to 11 CFR 104.4(b)(2), (c), and (f), and 109.10(c) and (d).

³ The Commission notes that, for any given independent expenditure communication, Filers should list the same date of dissemination on their regularly scheduled FEC reports as the date they listed on their 24- and 48-Hour Independent Expenditure reports.

it create or remove any rights, duties, or obligations. The provisions of the Regulatory Flexibility Act, which apply when notice and comment are required by the Administrative Procedures Act or another statute, do not apply. *See* 5 U.S.C. 603(a).

Dated: September 29, 2011.

On behalf of the Commission.

Cynthia L. Bauerly,

Chair, Federal Election Commission.

[FR Doc. 2011–25568 Filed 10–3–11; 8:45 am]

BILLING CODE 6715–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2011–0935; Directorate Identifier 2011–NE–28–AD; Amendment 39–16813; AD 2011–18–51R1]

RIN 2120–AA64

Airworthiness Directives; Honeywell International Inc. TPE331 Model Turboprop Engines With Certain Dixie Aerospace, LLC Main Shaft Bearings

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are revising an existing emergency airworthiness directive (AD) for all Honeywell International Inc. TPE331 model turboprop engines with a part manufacturer approval (PMA) replacement Dixie Aerospace, LLC main shaft bearing part number (P/N) 3108098–1WD, installed. That emergency AD was not published in the **Federal Register**, but was sent to all known U.S. owners and operators of these engines. That AD currently requires an inspection of the airplane records to determine if a Dixie Aerospace, LLC main shaft bearing, P/N 3108098–1WD, is installed in the engine, and if installed, removal of that bearing from service, before further flight. This AD requires the same actions. This AD revision was prompted by the need to list the affected bearings by serial number (S/N) in the AD for clarification. We are issuing this AD to correct the unsafe condition on these products.

DATES: This AD is effective October 19, 2011.

We must receive comments on this AD by November 18, 2011.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal*: Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax*: 202-493-2251.

- *Mail*: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *Hand Delivery*: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations Office (phone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Juanita Craft, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5584; fax: 404-474-5606; e-mail: juanita.craft@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On August 17, 2011, we issued Emergency AD 2011-18-51, for all Honeywell International Inc. TPE331 model turboprop engines with a PMA replacement Dixie Aerospace, LLC main shaft bearing, P/N 3108098-1WD, installed. That AD requires inspection of the airplane records to determine if a Dixie Aerospace, LLC main shaft bearing, part number (P/N) 3108098-1WD, is installed in the engine, and if installed, removal of that bearing from service, before further flight. That emergency AD resulted from an excessive failure rate of PMA main shaft bearings, P/N 3108098-1WD, manufactured by Dixie Aerospace, LLC. That emergency AD was not published in the Federal Register, but was sent to all known U.S. owners and operators of these engines. This AD requires the same actions. We are issuing this AD to prevent engine main rotor seizure resulting in engine damage, shutdown, and damage to the airplane.

Under 14 CFR 39.1, the Engine & Propeller Directorate is only authorized to issue airworthiness directives that apply to aircraft engines, propellers, or appliances (hereinafter referred to in

this AD as “products”) when an unsafe condition exists in a product; and that unsafe condition is likely to exist or develop in other products of the same type design. Therefore, although the unsafe condition is caused by the failure of certain PMA parts manufactured by Dixie Aerospace, LLC, for the product affected, we must include the type certificate (TC) holder’s legal name in the subject line of the AD. For this AD, the TC holder is Honeywell International Inc.

Actions Since AD 2011-18-51 Was Issued

We are revising Emergency AD 2011-18-51 with this final rule because we determined the need to list the affected bearings by serial number (S/N) in the AD for clarification.

FAA’s Determination

We are issuing this AD because we evaluated all relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires an inspection of records to determine if certain S/N Dixie Aerospace, LLC main shaft bearings, P/N 3108098-1WD, are installed in Honeywell International Inc. TPE331 model turboprop engines. Within 10 operating hours, affected bearings must be removed from service.

FAA’s Justification and Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because the bearing failure mechanism is severe and sudden. Therefore, we find that notice and opportunity for prior public comment are impracticable and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and we did not provide you with notice and an opportunity to provide your comments before it becomes effective. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number FAA-2011-0935 and Directorate Identifier 2011-NE-28-AD at the beginning of your comments. We

specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

Costs of Compliance

We estimate that this AD will require 1,000 engines installed on airplanes of U.S. registry to have their records inspected, and the inspection will take about 0.5 hour per engine. We also estimate that one engine will require the affected main shaft bearing to be removed from service. We also estimate that it will take about 24 work-hours per engine to remove the bearing from service and that the average labor rate is \$85 per work-hour. A replacement bearing will cost about \$5,750. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$50,290.

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

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 that 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),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) 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.

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 adding the following new airworthiness directive (AD):

2011-18-51R1 Honeywell International Inc.: Amendment 39-16813; Docket No.

FAA-2011-0935; Directorate Identifier 2011-NE-28-AD.

Effective Date

- (a) This AD is effective October 19, 2011.

Affected ADs

- (b) This AD revises emergency AD 2011-18-51.

Applicability

(c) This AD applies to all Honeywell International Inc. TPE331 model turboprop engines with the serial numbers (S/Ns) of part manufacturer approval (PMA) replacement Dixie Aerospace, LLC main shaft bearings, part number (P/N) 3108098-1WD, listed by S/N in Table 1 of this AD, installed. Bearings having the P/N 3108098-1, but not the WD at the end of the P/N, are not affected by this AD.

TABLE 1—AFFECTED S/Ns OF DIXIE AEROSPACE, LLC MAIN SHAFT BEARINGS, P/N 3108098-1WD

A10-1727	A10-1762	A10-1764	A10-1770	A10-1771
A10-1775	A10-1776	A10-1780	A10-1786	A10-1789
A10-1796	A10-1798	A10-1799	A10-1800	A10-1801
A10-1803	A10-1804	A10-1805	A10-1809	A10-1810
A10-1811	A10-1814	A10-1818	A10-1822	A10-1825

Unsafe Condition

(d) This AD revision was prompted by the need to list the affected bearings by S/N in the AD for clarification. We are issuing this AD to prevent engine main rotor seizure resulting in engine damage, shutdown, and damage to the airplane.

Compliance

(e) Comply with this AD within the compliance times specified, unless already done.

(f) For all airplanes with a Honeywell International Inc. TPE331 model turboprop engine installed, where the engine was overhauled or replaced since February 1, 2010:

- (1) Within 10 operating hours, inspect the airplane records to determine if any of the S/Ns of Dixie Aerospace, LLC main shaft bearing, P/N 3108098-1WD, listed in Table 1 of this AD, are installed in the engine.
- (2) Remove all S/Ns of Dixie Aerospace, LLC main shaft bearings listed in Table 1 of this AD, from service, before further flight.

Installation Prohibition

(g) After the effective date of this AD, do not install any of the bearings listed in Table 1 of this AD into any engine.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Atlanta Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(i) For further information about this AD, contact: Juanita Craft, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Atlanta Aircraft Certification Office, 1701

Columbia Avenue, College Park, GA 30337; phone: 404-474-5584; fax: 404-474-5606; e-mail: juanita.craft@faa.gov.

Issued in Burlington, Massachusetts, on September 16, 2011.

Peter A. White,

Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011-25481 Filed 10-3-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-1015; Airspace Docket No. 10-AWP-13]

Amendment to Description of VOR Federal Airway V-299; CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This action amends the description of VOR Federal airway V-299 by reinserting wording that excludes the airspace in restricted area R-2519 from the airway.

DATES: Effective date 0901 UTC October 4, 2011.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation

Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

A review of the description of VOR Federal airway V-299 found that wording excluding the airspace within restricted area R-2519 from the airway was incorrectly deleted in a previous rule amending V-299 that removed reference to another restricted area, R-2520. See (52 FR 5947; February 27, 1987). The exclusionary wording had previously been included in the description of V-299 (45 FR 335; January 2, 1980).

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 to amend the regulatory text of VOR Federal airway V-299 by inserting the words “is excluded” following the words “* * * the airspace within R-2519 below 5,000 feet MSL. * * *”

This is an administrative change to insert wording inadvertently omitted from the airway description; therefore, notice and public procedures under 5 U.S.C. 533(b) are unnecessary.

VOR Federal airways are published in paragraph 6010 of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The VOR Federal airway listed in