

# Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## FEDERAL ELECTION COMMISSION

### 11 CFR Part 112

[NOTICE 2024–23]

#### Artificial Intelligence in Campaign Ads

**AGENCY:** Federal Election Commission.

**ACTION:** Notification of disposition of Petition for Rulemaking.

**SUMMARY:** The Commission announces its disposition of a Petition for Rulemaking filed on July 13, 2023. The Petition asks the Commission to revise existing rules on the fraudulent misrepresentation of campaign authority to make clear that the related statutory prohibition applies to deliberately deceptive campaign ads using artificial intelligence (“AI”). For the reasons described below, the Commission is not initiating a rulemaking at this time.

**DATES:** September 26, 2024.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert M. Knop, Assistant General Counsel, or Ms. Jennifer Waldman, Attorney, 1050 First Street NE, Washington, DC 20463, (202) 694–1650 or (800) 424–9530.

**SUPPLEMENTARY INFORMATION:** The Federal Election Campaign Act of 1971, as amended (the “Act”) prohibits fraudulent misrepresentation in two specific ways.<sup>1</sup> First, the Act prohibits a candidate, his or her employee or agent, or an organization under the candidate’s control, from purporting to speak, write, or act for another candidate or political party on a matter that is damaging to the other candidate or party.<sup>2</sup> Second, the Act prohibits any person from falsely representing that they are speaking, writing, or acting on behalf of a federal candidate or a political party for the

purpose of soliciting contributions.<sup>3</sup> The Commission’s regulation implementing 52 U.S.C. 30124 essentially mirrors the statutory text.<sup>4</sup>

On July 13, 2023, Public Citizen submitted a Petition for Rulemaking (“Petition”) to the Commission, asking it to undertake a rulemaking “to clarify that the law against ‘fraudulent misrepresentation’ (52 U.S.C. 30124) applies to deliberately deceptive AI-produced content in campaign communications.”<sup>5</sup> The Petition requested that the Commission initiate a rulemaking for the purpose of amending 11 CFR 110.16(a), requesting that the FEC promulgate a rule providing that “if candidates or their agents fraudulently misrepresent other candidates or political parties through deliberately false AI-generated content in campaign ads or other communications—absent clear and conspicuous disclosure in the communication itself that the content is generated by artificial intelligence and does not represent real events—then the restrictions and penalties of the law and the Code of Regulations are applicable.”<sup>6</sup>

On August 16, 2023, the Commission published a Notice of Availability seeking public comment on the Petition.<sup>7</sup> It received more than 2,000 comments in response, including from Members of Congress, political party committees, advocacy groups across the ideological spectrum, and individual citizens. Commenters held a range of views about the desirability of opening the rulemaking requested by Petitioner.

Whether or not to open a rulemaking in response to a petition is vested within the Commission’s discretion.<sup>8</sup> Petitioner asks the Commission to apply an interpretation of 52 U.S.C. 30124 specifically for “AI-produced content in campaign communications.”<sup>9</sup> The statute, however, is technology neutral and applies on its face to all means of

<sup>3</sup> 52 U.S.C. 30124(b).

<sup>4</sup> See 11 CFR 110.16.

<sup>5</sup> Petition at 1.

<sup>6</sup> Petition at 5.

<sup>7</sup> See Notice of Availability, 88 FR 55606 (Aug. 16, 2023).

<sup>8</sup> 11 CFR 200.5 (“The Commission’s decision on the petition for rulemaking may include, but will not be limited to, the following considerations—(a) The Commission’s statutory authority; (b) Policy considerations; (c) The desirability of proceeding on a case-by-case basis; (d) The necessity or desirability of a statutory revision; (e) Available agency resources”).

<sup>9</sup> Petition at 1.

accomplishing the specified fraud, including AI-assisted media.

Accordingly, the Commission has decided not to initiate a rulemaking at this time and will instead proceed with any application of 52 U.S.C. 30124 to specific technologies on a case-by-case basis.

Copies of the comments and the Petition for Rulemaking are available on the Commission’s website, <http://www.fec.gov/fosers/> (REG 2023–02 Artificial Intelligence in Campaign Ads (2023)) and at the Commission’s Public Records Office, 1050 First Street NE, Washington, DC 20463, Monday through Friday between the hours of 9 a.m. and 5 p.m.

Dated: September 20, 2024.

On behalf of the Commission,

**Sean J. Cooksey,**

*Chairman, Federal Election Commission.*

[FR Doc. 2024–21979 Filed 9–25–24; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2024–1475; Project Identifier MCAI–2024–00062–T]

RIN 2120–AA64

#### Airworthiness Directives; Airbus SAS Airplanes

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

**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** The FAA is withdrawing a notice of proposed rulemaking (NPRM) that proposed to adopt a new airworthiness directive (AD) that would have applied to all Airbus SAS Model A319–111, –112, –113, –114, –115, –131, –132, and –133 airplanes; Model A320–211, –212, –214, –216, –231, –232, and –233 airplanes; and Model A321–111, –112, –131, –211, –212, –213, –231, –232, and –271N airplanes. The NPRM was prompted by a determination that a damage-tolerance and fatigue reassessment of nose landing gear (NLG) repairs is necessary for certain parts fitted on airplanes approved for operation in the Commonwealth of Independent States (CIS). The NPRM would have required

<sup>1</sup> 52 U.S.C. 30124.

<sup>2</sup> 52 U.S.C. 30124(a). See also Disclaimers, Fraudulent Solicitation, Civil Penalties, and Personal Use of Campaign Funds, 67 FR 76962, 76968 (Dec. 13, 2002). The Commission has explained that “on a matter that is damaging” means “actions or spoken or written communications that are intended to suppress votes for the candidate or party who has been fraudulently misrepresented.” *Id.* at 76968–69.

repair and replacement of all affected parts, and would have limited installation of affected parts, as specified in a European Union Aviation Safety Agency (EASA) AD. Since issuance of the NPRM, the FAA has determined that the applicability as specified in the NPRM was incorrect; the FAA is issuing new rulemaking that corrects the applicability. Accordingly, the NPRM is withdrawn.

**DATES:** As of September 26, 2024, the proposed rule, which was published in the **Federal Register** on May 24, 2024 (89 FR 45800), is withdrawn.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at *regulations.gov* under Docket No. FAA-2024-1475; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD action, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is 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:**

Timothy Dowling, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone 206-231-3667; email *Timothy.P.Dowling@faa.gov*.

**SUPPLEMENTARY INFORMATION:**

**Background**

The FAA issued an NPRM that proposed to amend 14 CFR part 39 by adding an AD for all Airbus SAS Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, -232, and -271N airplanes. The NPRM was published in the **Federal Register** on May 24, 2024 (89 FR 45800). The NPRM was prompted by a determination that a damage-tolerance and fatigue reassessment of NLG repairs is necessary for certain parts fitted on airplanes approved for operation in the CIS. The NPRM proposed to require repair and replacement of all affected parts, and to limit the installation of affected parts, as specified in an EASA AD.

The proposed actions were intended to address NLG repairs for certain parts fitted on airplanes approved for operation in the CIS, and to prevent damage or failure of the affected parts and the NLG, and possible damage to the airplane and injury to occupants.

**Actions Since the NPRM Was Issued**

Since issuance of the NPRM, the FAA has learned of errors in the applicability. Paragraph (c)(3) of the NPRM included some airplanes that were not intended to be included, and it omitted airplanes that should have been included. In light of this error, the FAA is issuing further rulemaking (Docket No. FAA-2024-2314) to correct the applicability.

Withdrawal of the NPRM constitutes only such action and does not preclude the FAA from further rulemaking on this issue, nor does it commit the FAA to any course of action in the future.

**Comments**

The Air Line Pilots Association, International (ALPA) supported the NPRM. American Airlines advised the FAA of errors in the applicability specified in the NPRM.

**Explanation of Applicability Errors**

The following errors were included in the NPRM:

- Paragraph (c)(1) of the proposed AD incorrectly omitted Model A319-151N and -153N airplanes.
- Paragraph (c)(2) of the proposed AD incorrectly omitted Model A320-251N, -252N, -253N, -271N, -272N, and -273N airplanes.
- Paragraph (c)(3) of the proposed AD incorrectly included A321-111, -112, and -131 airplanes, and omitted Model A321-211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes.

**FAA's Conclusions**

Upon further consideration, the FAA has determined that the NPRM does not adequately address the identified unsafe condition. Accordingly, the NPRM is withdrawn.

**Regulatory Findings**

Since this action only withdraws an NPRM, it is neither a proposed nor a final rule. This action therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

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

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

**The Withdrawal**

Accordingly, the notice of proposed rulemaking (Docket No. FAA-2024-1475), which was published in the **Federal Register** on May 24, 2024 (89 FR 45800), is withdrawn.

Issued on September 19, 2024.

**Peter A. White,**

*Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2024-21812 Filed 9-25-24; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2024-2144; Project Identifier AD-2024-00424-T]**

**RIN 2120-AA64**

**Airworthiness Directives; The Boeing Company Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to supersede Airworthiness Directive (AD) 2022-15-06, which applies to all The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes. AD 2022-15-06 requires disconnecting certain connectors and capping and stowing the wires that had been attached to the affected transorb modules. Since the FAA issued AD 2022-15-06, the agency has determined additional connectors are affected. Also, a replacement has been developed to address the unsafe condition, which would terminate the existing actions. This proposed AD would continue to require the actions specified in AD 2022-15-06 and would require those actions for additional connectors. This proposed AD would also require determining if affected transorb modules are installed, replacing or testing affected transorb modules, and applicable on-condition actions. This proposed AD would also prohibit the installation of affected parts. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this proposed AD by November 12, 2024.

**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 *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