

communications not permissible under 11 CFR 114.15 may, but is not required to, establish a segregated bank account into which it deposits only funds donated or otherwise provided by individuals as described in 11 CFR part 104. Persons who use funds exclusively from such a segregated bank account to pay for any electioneering communication shall satisfy paragraph (d)(1) of this section. Persons who use funds exclusively from such a segregated bank account to pay for any electioneering communication shall be required to only report the names and addresses of those persons who donated or otherwise provided an amount aggregating \$1,000 or more to the segregated bank account, aggregating since the first day of the preceding calendar year.

7. Section 114.15 would be added to read as follows:

**§ 114.15 Permissible use of corporate and labor organization funds for certain electioneering communications.**

(a) *Permissible electioneering communications.* Corporations and labor organizations may make an electioneering communication, as defined in 11 CFR 100.29, to those outside the restricted class without violating the prohibition contained in 11 CFR 114.2(b)(3) if the communication is susceptible of a reasonable interpretation other than as an appeal to vote for or against a clearly identified Federal candidate.

(b) *Safe Harbors for certain types of electioneering communications.* An electioneering communication shall satisfy paragraph (a) of this section if it meets the requirements of either paragraph (b)(1) or (b)(2) of this section:

(1) *Grassroots lobbying communications.* Any communication that:

(i) Exclusively discusses a pending legislative or executive matter or issue;

(ii) Urges an officeholder to take a particular position or action with respect to the matter or issue, or urges the public to adopt a particular position and to contact the officeholder with respect to the matter or issue;

(iii) Does not mention any election, candidacy, political party, opposing candidate, or voting by the general public; and

(iv) Does not take a position on any candidate's or officeholder's character, qualifications, or fitness for office.

(2) *Commercial and business advertisements.* Any communication that:

(i) Exclusively advertises a Federal candidate's or officeholder's business or

professional practice or any other product or service;

(ii) Is made in the ordinary course of business of the entity paying for the communication;

(iii) Does not mention any election, candidacy, political party, opposing candidate, or voting by the general public; and

(iv) Does not take a position on any candidate's or officeholder's character, qualifications, or fitness for office.

(c) *Reporting requirement.*

Corporations and labor organizations that make electioneering communications under paragraph (a) aggregating in excess of \$10,000 in a calendar year shall file statements as required by 11 CFR 104.20.

**End of Alternative 1**

**Alternative 2**

**PART 100—SCOPE AND DEFINITIONS (2 U.S.C. 431)**

8. The authority citation for part 100 would continue to read as follows:

**Authority:** 2 U.S.C. 431, 434 and 438(a)(8).

9. Section 100.29 would be amended by adding new paragraph (c)(6) to read as follows:

**§ 100.29 Electioneering communication (2 U.S.C. 434(f)(3)).**

\* \* \* \* \*

(c) \* \* \*

(6) Is susceptible of a reasonable interpretation other than as an appeal to vote for or against a clearly identified Federal candidate. A communication shall satisfy this section if it meets the requirements of either paragraph (c)(6)(i) or (ii) of this section:

(i) *Grassroots lobbying communications.* Any communication that:

(A) Exclusively discusses a pending legislative or executive matter or issue;

(B) Urges an officeholder to take a particular position or action with respect to the matter or issue, or urges the public to adopt a particular position and to contact the officeholder with respect to the matter or issue;

(C) Does not mention any election, candidacy, political party, opposing candidate, or voting by the general public; and

(D) Does not take a position on any candidate's or officeholder's character, qualifications, or fitness for office.

(ii) *Commercial and business advertisements.* Any communication that:

(A) Exclusively advertises a Federal candidate's or officeholder's business or professional practice or any other product or service;

(B) Is made in the ordinary course of business of the entity paying for the communication;

(C) Does not mention any election, candidacy, political party, opposing candidate, or voting by the general public; and

(D) Does not take a position on any candidate's or officeholder's character, qualifications, or fitness for office.

**End of Alternative 2**

Dated: August 24, 2007.

**Ellen L. Weintraub,**

*Commissioner, Federal Election Commission.*

[FR Doc. E7-17184 Filed 8-30-07; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA-2007-29064; Directorate Identifier 2007-NM-128-AD]

**RIN 2120-AA64**

**Airworthiness Directives; Fokker Model F.28 Mark 0070 and 0100 Airplanes**

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

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

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

One Fokker 100 (F28 Mark 0100) operator reported that during maintenance in the APU (auxiliary power unit) compartment, a disconnected nut was discovered on one of the shuttle valves in the deployment lines of the engine fire-extinguishing system. An additional check by the operator revealed that on more aircraft in its fleet, the nuts of the shuttle valves were incorrectly tightened. This condition, if not corrected, could result in failure or deteriorated functioning of the engine fire-extinguishing system in case of an engine fire.

The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** We must receive comments on this proposed AD by October 1, 2007.

**ADDRESSES:** You may send comments by any of the following methods:

- DOT Docket Web Site: Go to <http://dms.dot.gov> and follow the

instructions for sending your comments electronically.

- *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:* Room W12-140 on the ground floor of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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

### Examining the AD Docket

You may examine the AD docket on the Internet at <http://dms.dot.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 proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149.

### SUPPLEMENTARY INFORMATION:

#### Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2007-29064; Directorate Identifier 2007-NM-128-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD based on those comments.

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

### Discussion

*The Civil Aviation Authority*—The Netherlands (CAA-NL), which is the aviation authority for the Netherlands, has issued Dutch Airworthiness

Directive NL-2006-002, dated January 24, 2006 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

One Fokker 100 (F28 Mark 0100) operator reported that during maintenance in the APU (auxiliary power unit) compartment, a disconnected nut was discovered on one of the shuttle valves in the deployment lines of the engine fire-extinguishing system. An additional check by the operator revealed that on more aircraft in its fleet, the nuts of the shuttle valves were incorrectly tightened. This condition, if not corrected, could result in failure or deteriorated functioning of the engine fire-extinguishing system in case of an engine fire. Since a potentially unsafe condition has been identified that is likely to exist or develop on other aircraft of this type design, this Airworthiness Directive requires a one-time inspection of the nuts and shuttle valves in the deployment lines of the engine fire-extinguishing system in the APU compartment and corrective actions, as necessary.

The one-time inspection is intended to find discrepancies, including incorrectly installed or tightened nuts, and signs of leakage, damage, or corrosion. Corrective actions include tightening or replacing discrepant nuts or shuttle valves, as applicable. You may obtain further information by examining the MCAI in the AD docket.

### Relevant Service Information

Fokker Services B.V. has issued Fokker Service Bulletin SBF100-26-019, dated January 6, 2006. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

### FAA's Determination and Requirements of This Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all pertinent information and determined an unsafe condition exists and is likely to exist or develop on other products of the same type design.

### Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making

these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have proposed different actions in this AD from those in the MCAI in order to follow FAA policies. Any such differences are highlighted in a NOTE within the proposed AD.

### Costs of Compliance

Based on the service information, we estimate that this proposed AD would affect about 13 products of U.S. registry. We also estimate that it would take about 1 work-hour per product to comply with the basic requirements of this proposed AD. The average labor rate is \$80 per work-hour. Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be \$1,040, or \$80 per product.

### 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

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the 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.

We prepared a regulatory evaluation of the estimated costs to comply with this proposed AD and placed it in the AD docket.

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

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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 AD:

**Fokker Services B.V.:** Docket No. FAA–2007–29064; Directorate Identifier 2007–NM–128–AD.

#### Comments Due Date

(a) We must receive comments by October 1, 2007.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Fokker Model F.28 Mark 0070 and 0100 airplanes, all serial numbers; certificated in any category.

#### Subject

(d) Air Transport Association (ATA) of America Code 26: Fire protection.

#### Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

One Fokker 100 (F28 Mark 0100) operator reported that during maintenance in the APU (auxiliary power unit) compartment, a disconnected nut was discovered on one of the shuttle valves in the deployment lines of the engine fire-extinguishing system. An additional check by the operator revealed that on more aircraft in its fleet, the nuts of the shuttle valves were incorrectly tightened. This condition, if not corrected, could result in failure or deteriorated functioning of the engine fire-extinguishing system in case of an engine fire. Since a potentially unsafe condition has been identified that is likely to exist or develop on other aircraft of this type design, this Airworthiness Directive requires a one-time inspection of the nuts and shuttle valves in the deployment lines of the engine fire-extinguishing system in the APU compartment and corrective actions, as necessary.

The one-time inspection is intended to find discrepancies, including incorrectly installed

or tightened nuts, and signs of leakage, damage or corrosion. Corrective actions include tightening or replacing discrepant nuts or shuttle valves, as applicable.

#### Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within 6 months after the effective date of this AD, inspect the nuts on the affected shuttle valves in accordance with Section 3 of the Accomplishment Instructions of Fokker Service Bulletin SBF100–26–019, dated January 6, 2006.

(2) When discrepancies are found during the inspection as required by paragraph (f)(1) of this AD, before next flight, tighten or replace the affected nuts, or replace the shuttle valves; as applicable; in accordance with Section 3 of the Accomplishment Instructions of Fokker SBF100–26–019, dated January 6, 2006.

**Note 1:** Fokker 70/100 Maintenance Manual Task 26–21–03–400–814A also pertains to this subject.

#### FAA AD Differences

**Note 2:** This AD differs from the MCAI and/or service information as follows:

No difference.

#### Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM–116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1137; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120–0056.

#### Related Information

(h) Refer to MCAI Dutch Airworthiness Directive NL–2006–002, dated January 24, 2006, and Fokker Service Bulletin SBF 100–26–019, dated January 6, 2006, for related information.

Issued in Renton, Washington, on August 17, 2007.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E7–17296 Filed 8–30–07; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA–2007–29063; Directorate Identifier 2007–NM–049–AD]**

**RIN 2120–AA64**

#### Airworthiness Directives; Boeing Model 767 Airplanes

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

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

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for all Boeing Model 767 airplanes. This proposed AD would require a one-time inspection to determine the material of the forward and aft gray water drain masts. For airplanes having composite gray water drain masts, this proposed AD would also require installation of a ground bracket and a copper bonding jumper between a ground bracket and the clamp on the tube of the forward and aft gray water composite drain masts. This proposed AD results from a report of charred insulation blankets and burned wires around the forward gray water composite drain mast found during an inspection of the forward cargo compartment. We are proposing this AD to prevent a fire near a composite drain mast and possible disruption of the electrical power system caused by a lightning strike on a composite drain mast, which could result in the loss of several functions essential for safe flight.

**DATES:** We must receive comments on this proposed AD by October 15, 2007.

**ADDRESSES:** Use one of the following addresses to submit comments on this proposed AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: U.S. Department of Transportation, Docket Operations, M–