

frequency of placement of that communication, the result of which is collaboration or agreement;

(2) After the candidate or the candidate's agent, or a party committee or its agent, has exercised control or decision-making authority over the content, timing, location, mode, intended audience, volume of distribution, or frequency of placement of that communication; or

(3) After substantial discussion or negotiation between the creator, producer or distributor of the communication, or the person paying for the communication, and the candidate, the candidate's authorized committee or a party committee, regarding the content, timing, location, mode, intended audience, volume of distribution or frequency of placement of that communication, the result of which is collaboration or agreement. Substantial discussion or negotiation may be evidenced by one or more meetings, conversations or conferences regarding the value or importance of that communication for a particular election.

(d) *Exception.* A candidate's or political party's response to an inquiry regarding the candidate's or party's position on legislative or public policy issues does not alone make the communication coordinated.

(e) *Definitions.* For purposes of this section:

(1) *General public political communications* include those made through a broadcasting station (including a cable television operator), newspaper, magazine, outdoor advertising facility, mailing or any electronic medium, including the Internet or on a web site, with an intended audience of over one hundred people.

(2) *Clearly identified* has the same meaning as set forth in 11 CFR 100.17.

Dated: December 3, 1999.

Scott E. Thomas,

Chairman, Federal Election Committee.

[FR Doc. 99-31825 Filed 12-8-99; 8:45 am]

BILLING CODE 6715-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-174-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model BAe 146-100A, -200A, and -300A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to all British Aerospace Model BAe 146-100A, -200A, and -300A series airplanes, that currently requires installation of a placard prescribing special procedures to be followed when operating at certain flight levels with the engine and airframe anti-ice switch ON; modification of the air brake auto-retract function; a revision to the Airplane Flight Manual (AFM) relative to altitude and operating limitations associated with flight in icing conditions above 26,000 feet. That AD was prompted by reports of uncommanded engine thrust reductions (rollback) when operating in certain icing conditions that exist in the vicinity of thunderstorms. This action would add a requirement for the installation/replacement of new placards. This proposal also would provide for an optional terminating modification for the AFM revision and installation/replacement of placards. The actions specified by the proposed AD are intended to prevent engine power rollback during flight in icing conditions, a condition that could result in insufficient power to sustain flight.

DATES: Comments must be received by January 10, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-174-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. This information may be examined at the FAA, Transport Airplane Directorate,

1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-NM-174-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-174-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On July 10, 1996, the FAA issued AD 96-14-09, amendment 39-9694 (61 FR 37199, July 17, 1996), applicable to all British Aerospace Model BAe 146-100A, -200A, and -300A series airplanes, to require installation of a placard prescribing special procedures to be followed when operating at certain flight levels with the engine and airframe anti-ice switch ON; modification of the air brake auto-retract function; and a revision to the Airplane

Flight Manual (AFM) relative to altitude and operating limitations associated with flight in icing conditions above 26,000 feet. That action was prompted by reports of uncommanded engine thrust reductions (rollback) when operating in certain icing conditions that exist in the vicinity of thunderstorms. The requirements of that AD are intended to prevent engine power rollback during flight in icing conditions, a condition that could result in insufficient power to sustain flight.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, British Aerospace has issued Service Bulletin SB.11-137-30405A, dated March 26, 1998, which describes procedures for installation of a placard on the flight deck to indicate that a 26,000 feet altitude limitation in icing is applicable, and replacement of a certain ice protection panel placard with a new placard for N2 limitations.

British Aerospace also has issued Service Bulletin SB.71-72-30473A, dated July 8, 1998, and Revision 1, dated November 2, 1998, which describes procedures for modification of all four engines. These modifications include:

- Reduction of the length core-flow/fan-flow splitter (cut-back splitter) to reduce ice crystal/water ingestion to the core;
- Modification of the splitter lip insulating baffle to reduce heat loss;
- Installation of a heated exit guide vane (EGV) to prevent ice build up;
- Relocation of the engine anti-ice air source to the combustor bleed plenum to reduce system heat loss;
- Installation of a new anti-ice valve with improved couplings; and
- Modification of plumbing to install improved insulated connections.

The service bulletin also describes certain revisions to the AFM for operation of the airplane following installation of modified engines. Accomplishment of the modification on all four engines and insertion of the AFM revisions would eliminate the need for the installation/replacement of the placards described in Service Bulletin SB.11-137-30405A.

The FAA has issued AD 99-15-06, amendment 39-11225 (64 FR 38557, July 19, 1999), applicable to AlliedSignal Inc. Model ALF502R-5 and ALF502R-3A turbofan engines, to require incorporation of an improved fan core inlet anti-ice system (*i.e.*, modification of those engines in accordance with Service Bulletin SB.71-72-30473A). The actions specified in that AD are intended to prevent ice accretion on the fan core

inlet stator vane surfaces, which can result in engine rollback and loss of thrust control in icing conditions. Operators should note that Service Bulletin SB.71-72-30473A only reflects procedures for installation of engines that have been modified in accordance with the requirements of AD 99-15-06.

Accomplishment of the actions specified in Service Bulletin SB.11-137-30405A is intended to adequately address the identified unsafe condition. The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, classified Service Bulletin SB.11-137-30405A as mandatory, approved Service Bulletin SB.71-72-30473A, and issued British airworthiness directives 004-03-98 and 003-06-96, Revision 1, in order to assure the continued airworthiness of these airplanes in the United Kingdom.

FAA's Conclusions

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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.

Explanation of Requirements of Proposed Rule

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, the proposed AD would supersede AD 96-14-09 to continue to require modification of the air brake auto-retract function; and a revision to the AFM relative to altitude and operating limitations associated with flight in icing conditions above 26,000 feet. In addition, the proposed AD would require accomplishment of the actions specified in British Aerospace Service Bulletin SB.11-137-30405A, described previously. The proposal also would provide for an optional terminating modification for the AFM revision and installation/replacement of placards.

Cost Impact

There are approximately 40 airplanes of U.S. registry that would be affected by this proposed AD.

The actions that are currently required by AD 96-14-09, and retained in this proposed AD, take approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$9,600, or \$240 per airplane.

The new actions that are proposed in this AD action would take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the new proposed requirements of this AD on U.S. operators is estimated to be \$2,400, or \$60 per airplane.

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

Should an operator elect to accomplish the actions associated with the optional terminating modification, it would take approximately 34 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$2,400 per airplane. Based on these figures, the cost impact of the proposed optional terminating modification is estimated to be \$4,440 per airplane.

Regulatory Impact

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that 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) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the

location provided under the caption
ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 39-9694 (61 FR 37199, July 17, 1996), and by adding a new airworthiness directive (AD), to read as follows:

British Aerospace Regional Aircraft

(Formerly British Aerospace Regional Aircraft Limited, Avro International Aerospace Division; British Aerospace, PLC; British Aerospace Commercial Aircraft Limited); Docket 98-NM-174-AD. Supersedes AD 96-14-09, Amendment 39-9694.

Applicability: All Model BAe 146-100A, -200A, and -300A series airplanes, 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 (g)(1) 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.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine power rollback during flight in icing conditions, a condition that could result in insufficient power to sustain flight, accomplish the following:

Restatement of Requirements of AD 96-14-09, Amendment 39-9694

Placard Installation

(a) For airplanes listed in British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992: Within 30 days after December 17, 1992 (the effective date of AD 92-24-09, amendment 39-8415), install a placard below the ice protection

switches on the flight deck overhead panel to include additional procedures to be followed when operating at certain flight levels with the engine and airframe anti-ice switch ON, in accordance with British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992.

Modification

(b) For airplanes listed in British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992: Within 30 days after December 17, 1992 (the effective date of AD 92-24-09, amendment 39-8415), modify the air brake auto-retract function, in accordance with British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992.

Airplane Flight Manual Revision

(c) Within 6 days after July 22, 1996 (the effective date of AD 96-14-09, amendment 39-9694), amend the FAA-approved Airplane Flight Manual (AFM) as required by paragraphs (c)(1) and (c)(2) of this AD.

(1) Remove the following Temporary Revisions (TR) from the Limitations Section and Normal/Abnormal Procedures Section, as applicable:

(i) For Model BAe 146-100A series airplanes: TR 30, Issue No. 2 (Document No. BAe 3.3), dated February 1994.

(ii) For Model BAe 146-200A series airplanes: TR 41, Issue No. 2 (Document No. BAe 3.3), dated February 1994, or TR 42, Issue No. 2 (Document No. BAe 3.3), dated February 1994, as applicable.

(iii) For Model BAe 146-300A series airplanes: TR 23, Issue No. 2 (Document No. BAe 3.3), dated February 1994.

(2) Insert the following TR's into the Limitations Section and the Normal/Abnormal Procedures/Handling Section, as applicable.

(i) For Model BAe 146-100A series airplanes: TR 32, Issue No. 2 (Document BAe 3.3), dated July 1996.

(ii) For Model BAe 146-200A series airplanes: TR 44, Issue No. 2 (Document BAe 3.6), dated July 1996.

(iii) For Model BAe 146-300A series airplanes: TR 25, Issue No. 2 (Document BAe 3.11), dated July 1996.

(d) When the TR's specified in paragraph (c)(2) have been incorporated into an AFM General Revision, the applicable AFM General Revision may be inserted into the corresponding FAA-approved AFM, provided the information contained in the AFM General Revision corresponds identically to that specified in TR 32, TR 44, or TR 25.

New Requirements of this AD

Placard Installation

(e) Within 30 days after the effective date of this AD, install a placard on the flight deck to indicate that a 26,000 feet altitude limitation in icing is applicable, and replace the ice protection panel placard with a new placard for N2 limitations, in accordance with British Aerospace Service Bulletin SB.11-137-30405A, dated March 26, 1998. Upon accomplishment of this placard installation, the placard required by paragraph (a) of this AD may be removed.

Optional Terminating Modification

(f) Modification of all four engines [*i.e.*, reduction of the length core-flow/fan-flow splitter (cut-back splitter); modification of the splitter lip insulating baffle; installation of a heated exit guide vane (EGV); relocation of the engine anti-ice air source to the combustor bleed plenum; installation of a new anti-ice valve with improved couplings; and installation of improved insulated connections], and insertions of AFM revisions, in accordance with British Aerospace Service Bulletin SB.71-72-30473A, dated July 8, 1998, or Revision 1, dated November 2, 1998; constitutes terminating action for the requirements of this AD. After the modification is accomplished, the AFM revisions and placards required by paragraphs (c), (d), and (e) of this AD may be removed.

Note 2: British Aerospace Service Bulletin SB.71-72-30473A, dated July 8, 1998, and Revision 1, dated November 2, 1998, only describes procedures for installation of engines that have been modified in accordance with the requirements of AD 99-15-06, amendment 39-11225.

Alternative Methods of Compliance

(g)(1) 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, International Branch, ANM-116, 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, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(2) Alternative methods of compliance, approved previously in accordance with AD 96-14-09, amendment 39-9694, are approved as alternative methods of compliance with this AD.

Special Flight Permits

(h) 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.

Note 4: The subject of this AD is addressed in British airworthiness directives 004-03-98 and 003-06-96, Revision 1.

Issued in Renton, Washington, on December 3, 1999.

D.L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-31874 Filed 12-8-99; 8:45 am]

BILLING CODE 4910-13-U