

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 Parts 100, 102, and 104

[Notice 1999-20]

Rulemaking Petition: Reporting by Political Action Committees; Notice of Availability

AGENCY: Federal Election Commission.

ACTION: Rulemaking petition: notice of availability.

SUMMARY: On September 20, 1999, the Commission received a Petition for Rulemaking from the Project on Government Oversight ("POGO"). The Petition urges the Commission to revise various rules concerning reports filed by political action committees ("PACs"). The Petition is available for inspection in the Commission's Public Records Office, through its FAXLINE service, and on its Internet site, www.FEC.gov. **DATES:** Statements in support of or in opposition to the Petition must be filed on or before November 12, 1999.

ADDRESSES: All comments should be addressed to Rosemary C. Smith, Acting Assistant General Counsel, and must be submitted in either written or electronic form. Written comments should be sent to the Federal Election Commission, 999 E Street, N.W., Washington, DC 20463. Faxed comments should be sent to (202) 219-3923, with printed copy follow-up. Electronic mail comments should be sent to PACreports@fec.gov. Commenters sending comments by electronic mail should include their full name and postal service address within the text of their comments. Comments that do not contain the full name, electronic mail address and postal service address of the commenter will not be considered.

FOR FURTHER INFORMATION CONTACT: Rosemary C. Smith, Acting Assistant General Counsel, or Rita A. Reimer, Attorney, 999 E Street, N.W., Washington, D.C. 20463, (202) 694-1650 or (800) 424-9530 (toll free).

SUPPLEMENTARY INFORMATION: The Federal Election Commission ("FEC" or

"Commission") has received a Petition for Rulemaking from the Project on Government Oversight, asking that it take six actions with regard to reports filed by Political Action Committees. Several of these recommended actions address, in whole or in part, internal Commission procedures that are not properly the subject of a rulemaking. The Commission is therefore seeking comments on only the following portions of the Petition, which address valid rulemaking concerns. The parenthetical numbers reflect the numbering contained in the Petition.

The issues on which comments are sought include (1) revising 11 CFR 100.6 to require PACs to list as an affiliated organization on their Statement of Organization any soft money account to which they forward checks;¹ (3) revising 11 CFR 102.9(a)(3) to require candidates who receive PAC contributions to maintain records that list each PAC's full name and Commission identification number, and 11 CFR 100.12 to require them to include this information on their FEC reports;² (5) revising 11 CFR 104.8(d)(4) to require PACs to notify the Commission within ten days of receiving a returned contribution; and (6) revising 104.13(2) to require PACs to notify candidates within ten days of any in-kind contribution.

Copies of the Petition for Rulemaking are available for public inspection at the Commission's Public Records Office, 999 E Street, N.W., Washington, DC 20463, Monday through Friday between the hours of 9:00 a.m. and 5:00 p.m., and on the Commission's Internet site, www.FEC.gov. Interested persons may also obtain a copy of the Petition by dialing the Commission's FAXLINE service at (202) 501-3413 and following its instructions, at any time of the day and week. Request document #243.

Consideration of the merits of the Petition will be deferred until the close of the comment period. If the Commission decides that the Petition has merit, it may begin a rulemaking proceeding. Any subsequent action taken by the Commission will be announced in the **Federal Register**.

¹ The Commission notes that this proposal may also implicate 11 CFR 102.2, which addresses Statements of Organization.

² The Commission notes that this proposal may also implicate 11 CFR 104.3(a), which states what information about campaign receipts must be reported to the Commission.

Dated: October 7, 1999.

Scott E. Thomas,

Chairman, Federal Election Commission.

[FR Doc. 99-26638 Filed 10-12-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-131-AD]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB SF-340 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws a notice of proposed rulemaking (NPRM) that proposed a new airworthiness directive (AD), applicable to Saab Model SAAB SF-340 series airplanes. That action would have required replacement of the existing pneumatic de-icing boot pressure indicator switch with a newly designed switch. Since the issuance of the NPRM, the Federal Aviation Administration (FAA) has received new data that demonstrates that the unsafe condition cannot occur. Accordingly, the proposed rule is withdrawn.

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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add a new airworthiness directive (AD), applicable to Saab Model SAAB SF-340 series airplanes, was published in the **Federal Register** as a Notice of Proposed Rulemaking (NPRM) on July 22, 1999 (64 FR 39450). The proposed rule would have required replacement of the existing pneumatic de-icing boot pressure indicator switch with a newly designed switch. That action was prompted by an occurrence on a similar airplane model in which the pneumatic de-icing boot indication light may have provided the flightcrew with misleading information as to the proper functioning

of the de-icing boots. The proposed actions were intended to prevent ice accumulation on the airplane leading edges, which could reduce controllability of the airplane.

Actions That Occurred Since the NPRM Was Issued

Since the issuance of that NPRM, the manufacturer has provided the Federal Aviation Administration (FAA) with test and analytical data that substantiate that Saab Model SAAB SF-340 series airplanes feature a pneumatic boot de-icing system that assures the proper pneumatic threshold has been reached for effective pneumatic de-ice boot operation prior to illuminating the indication light. The FAA concludes that the de-icing boot design on Saab Model SAAB SF-340 series airplanes includes sufficient robust features to preclude the unsafe condition addressed in the NPRM.

FAA's Conclusions

Upon further consideration, the FAA has determined that the proposed actions of the NPRM (Docket 99-NM-131-AD) are unnecessary because the identified unsafe condition does not exist on Saab Model SAAB SF-340 series airplanes. Accordingly, the proposed rule is hereby withdrawn.

Withdrawal of this notice of proposed rulemaking constitutes only such action, and does not preclude the agency from issuing another notice in the future, nor does it commit the agency to any course of action in the future.

Regulatory Impact

Since this action only withdraws a notice of proposed rulemaking, it is neither a proposed nor a final rule and 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, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket 99-NM-131-AD, published in the **Federal Register** on July 22 (64 FR 39450), is withdrawn.

Issued in Renton, Washington, on October 6, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-26714 Filed 10-12-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

33 CFR Part 207

Navigation Regulations

AGENCY: U.S. Army Corps of Engineers, DoD.

ACTION: Notice of proposed rulemaking and request for comments.

SUMMARY: The U.S. Army Corps of Engineers is proposing to amend the regulations which establish restricted areas at Bonneville Lock and Dam, at McNary Lock and Dam, at Ice Harbor Lock and Dam, at Lower Monumental Lock and Dam, at Little Goose Lock and Dam, and at Lower Granite Lock and Dam on the Columbia and Snake Rivers, Oregon and Washington. The Corps is making adjustments in the restricted area boundaries to provide a greater margin of vessel safety from sudden dangerous currents, turbulence, and whirlpools caused by the operation of spillways, electrical generators, and navigation locks. Vessels, except Government vessels, are prohibited within the restricted areas. The restricted areas upstream and downstream from the spillways can be extremely dangerous should vessels be in the restricted area when water is released. The operation of electrical generators and spillway gates are remotely controlled from Portland and not operated by personnel at the facility. The equipment can be activated within seconds, creating very dangerous water currents, turbulence, and whirlpools. Operation of the navigation lock also creates a very dangerous condition in the downstream area. Water that is discharged from the lock discharge culvert can create waves up to 6 feet. Therefore, the downstream areas are being reclassified from "hazardous" to "restricted" at McNary Lock and Dam, Columbia River, River Mile 292.0; at Ice Harbor Lock and Dam, Snake River, River Mile 9.7; at Lower Monumental Lock and Dam, Snake River, River Mile 41.6; at Little Goose Lock and Dam, Snake River, River Mile 70.3; and at Lower Granite Lock and Dam, Snake River, River Mile 107.5. A change in alignment of the downstream restricted area at Bonneville Lock and Dam, and the upstream restricted areas at McNary Lock and Dam and at Ice Harbor Lock and Dam are being made to protect the boating public.

DATES: Comments must be submitted on or before November 29, 1999.

ADDRESSES: U.S. Army Corps of Engineers, ATTN: CECW-OD, 20 Massachusetts Avenue, NW, Washington, DC 20314-1000. Comments may also be faxed to (202) 761-1685 or e-mail to: James.D.Hilton@usace.army.mil.

FOR FURTHER INFORMATION CONTACT: Mr. James Hilton, Dredging and Navigation Branch, CECW-OD at (202) 761-8830, or Mr. Jim Runkles, (541) 374-8344, ext. 254 for Bonneville Lock and Dam or Ms. Ann Glassley at (509) 527-7115 for McNary, Ice Harbor, Lower Monumental, Little Goose, and Lower Granite Locks and Dams.

SUPPLEMENTARY INFORMATION: Pursuant to its authorities in Section 4, 7, and 28 of the Rivers and Harbors Act of 1917 (40 Stat. 266; 33 U.S.C. 1) and Chapter XIX of the Army Appropriations Act of 1919 (40 Stat. 892; 33 U.S.C. 3), the Corps proposes to amend the regulations in 33 CFR 207.718. The Corps is proposing to amend the regulations in 33 CFR 207.718(v), (w)(1), (w)(4), (w)(5), (w)(6), (w)(7), and (w)(8). Paragraph (v) is being deleted since the area below the dams at McNary, Ice Harbor, Lower Monumental, Little Goose, and Lower Granite is being changed from "hazardous" to "restricted". Signs will mark the restricted areas. The redesignation of the downstream area from "hazardous" to "restricted" is to prohibit vessels, except government vessels, from entering the area. Under a hazardous designation, vessels could enter at their own risk. An increase in fishing vessels into the hazardous area in pursuit of adult salmon and steelhead is of great concern, since the electrical generators and spillway gates are operated remotely from Portland. There are no personnel at the dam to warn boaters of an immediate release of water. Paragraph (w)(1) is being amended to provide an additional margin of safety for recreational boaters operating below Bonneville Lock and Dam during the discharge of water from the Juvenile Bypass System outfall structures. Paragraph (w)(4), (w)(5), (w)(6), (w)(7), and (w)(8) are being amended to provide a greater margin of safety for recreational boaters from sudden dangerous currents, turbulence and whirlpools caused by the operation of spillways, electrical generators, and navigation locks. Operation of the electrical generators and spillway gates are remotely controlled from Portland, Oregon. The regulation governing the navigation locks and approach channels, Columbia and Snake Rivers, Washington and Oregon, 33 CFR 207.718 was adopted on January 23,