

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 110

[Notice 1995-1]

Communications Disclaimer Requirements

AGENCY: Federal Election Commission.

ACTION: Notice of public hearing.

SUMMARY: The Federal Election Commission is announcing a public hearing on proposed changes to its regulations governing disclaimers on campaign communications.

DATES: The hearing will be held at 10:00 a.m. on March 8, 1995. Requests to testify must be received on or before February 22, 1995. Persons requesting to testify must also submit written comments by February 22, 1995, if they have not previously filed written comments on the proposed rules.

ADDRESSES: Requests to testify, and any accompanying comments, must be made in writing and addressed to: Ms. Susan E. Propper, Assistant General Counsel, 999 E Street, NW., Washington, DC 20463. Commission hearings are held in the Commission's ninth floor meeting room, 999 E Street NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ms. Susan E. Propper, Assistant General Counsel, 999 E Street, NW., Washington, DC 20463, (202) 219-3690 or (800) 424-9530.

SUPPLEMENTARY INFORMATION: On October 5, 1994, the Commission published in the **Federal Register** a Notice of Proposed Rulemaking ["NPRM"] on various amendments to the communications disclaimer requirements found at 11 CFR 110.11. 59 FR 50708. The NPRM did not announce a public hearing on these rules, but rather stated that a hearing would be scheduled if sufficient requests to testify were received.

The comment period on this Notice ended on December 5, 1994. The Commission received comments from several sources. Two of the commenters

requested to testify at the public hearing, if one is held.

After considering these requests and the other comments received in response to the NPRM, the Commission believes a public hearing would be helpful in considering the issues raised in this rulemaking. The hearing will be held at 10:00 a.m. on March 8, 1995.

Dated: January 17, 1995.

Danny L. McDonald,*Chairman, Federal Election Commission.*

[FR Doc. 95-1477 Filed 1-19-95; 8:45 am]

BILLING CODE 6715-01-M

11 CFR Parts 9003, 9004, 9006, 9007, 9033, 9034, 9037, and 9038

[Notice 1995-2]

Public Financing of Presidential Primary and General Election Candidates

AGENCY: Federal Election Commission.

ACTION: Notice of public hearing.

SUMMARY: The Federal Election Commission is announcing a public hearing on proposed changes to its regulations governing publicly financed Presidential primary and general election candidates.

DATES: The hearing will be held at 10 a.m. on February 15, 1995. Requests to testify must be received on or before February 1, 1995. Persons requesting to testify must also submit written comments by February 1, 1995, if they have not previously filed written comments on the proposed rules.

ADDRESSES: Requests to testify, and any accompanying comments, must be made in writing and addressed to: Ms. Susan E. Propper, Assistant General Counsel, 999 E Street, NW., Washington, DC 20463. Commission hearings are held in the Commission's ninth floor meeting room, 999 E Street, NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ms. Susan E. Propper, Assistant General Counsel, 999 E Street, NW., Washington, DC 20463, (202) 219-3690 or (800) 424-9530.

SUPPLEMENTARY INFORMATION: On October 6, 1994, the Commission published in the **Federal Register** a Notice of Proposed Rulemaking ["NPRM"] on various amendments to the regulations governing publicly

financed Presidential primary and general election candidates. 59 FR 51006. The comment period on this Notice originally ended on December 5, 1994, but has since been extended until January 9, 1995.

To date the Commission has received comments from several sources. Although the NPRM did not announce a public hearing on these rules, several commenters have requested to testify at such a hearing, if one is held.

After considering these requests and the other comments received to date in response to the NPRM, the Commission believes a public hearing would be helpful in considering the issues raised in this rulemaking. The hearing will be held at 10 a.m. on February 15, 1995.

Dated: January 17, 1995.

Danny L. McDonald,*Chairman, Federal Election Commission.*

[FR Doc. 95-1478 Filed 1-19-95; 8:45 am]

BILLING CODE 6715-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 35

[Docket No. 94-ANE-60; Notice No. 35-ANE-02]

Special Conditions; Hamilton Standard Model 568F Propeller

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed special conditions.

SUMMARY: This notice proposes special conditions for the Hamilton Standard Model 568F propeller with electronic propeller and pitch control system. The applicable regulations currently do not contain adequate or appropriate safety standards for constant speed propellers with electronic propeller and pitch control. This notice proposes the additional safety standards which the Administrator considers necessary to establish a level of safety equivalent to that established by the airworthiness standards of part 35 of the Federal Aviation Regulations (FAR).

DATES: Comments must be submitted on or before March 6, 1995.

ADDRESSES: Comments on this proposal may be submitted in triplicate to: Federal Aviation Administration (FAA),

New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-60, 12 New England Executive Park, Burlington, Massachusetts, 01803-5299. Comments must be marked: Docket No. 94-ANE-60. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Martin Buckman, Engine and Propeller Standards Staff, ANE-110, Engine and Propeller Directorate, Aircraft Certification Service, FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts, 01803-5229; telephone 238-7112; fax (617) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed special conditions by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under **ADDRESSES**. All communications received on or before the closing date for comments, specified under **DATES**, will be considered by the Administrator before taking action on the proposal. The proposal 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 special conditions. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerning this proposal will be filed in the docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 94-ANE-60." The postcard will be date stamped and returned to the commenter.

Availability of Notice of Special Condition

Any person may obtain a copy of this Notice of Special Condition by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-60, 12 New England

Executive Park, Burlington, Massachusetts, 01803-5299.

Discussion

Background

On January 26, 1994, Hamilton Standard applied for type certification for a new Model 568F propeller. This propeller uses a new electronic propeller and pitch control system in place of the primary governor control and synchrophaser unit.

The existing propeller pitch control is normally monitored by a governor which senses propeller speed and adjusts the pitch to absorb the engine power and therefore maintains the propeller at the correct RPM. When the primary governor fails, the propeller pitch is controlled by an overspeed governor.

This type of system is conventional and its airworthiness considerations are addressed by part 35 of the FAR's.

The FAA has determined that special conditions was necessary to install a Hamilton Standard electronic propeller and pitch control in place of the primary governor control and synchrophaser unit for the Model 568F propeller. This control is designed to operate a mechanical and hydraulic interface for the engine and propeller. It commands speed governing, synchrophasing and provides beta scheduling.

Electronic propeller and pitch controls introduce potential failures that can result in hazardous conditions. These types of failures are not addressed by the requirements of part 35. These failures can lead to the following possible hazardous conditions:

- (1) Loss of control of the propeller,
- (2) Instability of a critical function,
- (3) Unwanted change in propeller pitch causing improper thrust/overspeed, and
- (4) Unwanted action of a critical control function resulting in propeller flat pitch or reverse.

Certification issues that must be addressed are possible loss of aircraft-supplied electrical power, aircraft supplied data, failure modes, environmental effects including lightning strikes and high intensity radiated magnetic fields (HIRF) and software design.

The FAA finds that under the provisions of section 21.16 of the FAR, additional safety standards must be applied to the Hamilton Standard electronic propeller control for Model 568F propellers to demonstrate that it is capable of acceptable operation.

Type Certification Basis

Under the provisions of section 21.17 of the FAR, Hamilton Standard must show that the Model 568F propeller meets the requirements of the applicable regulations in effect on the date of the application. Those FAR's are section 12.21 and part 35, effective February 1, 1995, as amended.

The Administrator finds that the applicable airworthiness regulations in part 35, as amended, do not contain adequate or appropriate safety standards for the Model 568F propeller. Therefore, the Administrator proposes special conditions under the provisions of section 21.16 to establish a level of safety equivalent to that established in the regulations.

Special conditions, as appropriate, are issued in accordance with section 11.49 of the FAR's after public notice and opportunity for comment, as required by sections 11.28 and 11.29(b), and become part of the type certification basis in accordance with section 21.101(b)(2).

Novel or Unusual Design Features

Because of the unusual design features of the Hamilton Standard 568F propeller with electronic propeller and pitch control, the FAA proposes special conditions under section 21.16 of the FAR.

Conclusion

This action affects only the Hamilton Standard Model 568F propeller with a new system of electronic propeller and pitch control. It is not a rule of general applicability and affects only the manufacturer who applied to the FAA for approval of these features on the propeller.

List of Subjects in 14 CFR part 35

Air transportation, Aircraft, Aviation safety, Safety.

The authority citation for these special conditions continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421, 1423; 49 U.S.C. 106(g); and 14 CFR 11.49 and 21.16.

The Proposed Special Conditions

Accordingly, the Federal Aviation Administration (FAA) proposes the following special conditions as part of the type certification basis for the Hamilton Standard 568F Model propeller with electronic propeller and pitch control system.

(a) For purposes of these special conditions, a hazardous condition is considered to exist for each of the following conditions:

- (1) Loss of control of the propeller,

(2) Instability of a critical function,
 (3) Unwanted change in propeller pitch causing improper thrust/overspeed, and

(4) Unwanted action a critical control function resulting in propeller flat pitch or reverse.

(b) Considering the electronic propeller and pitch controls introduce potential failures that can result in hazardous conditions, the following special conditions are proposed:

(1) Each propeller and pitch control system which relies on electrical and electronic means for normal operation must:

(i) Be designed and constructed so that any failure or malfunction of aircraft-supplied power or data will not result in an unacceptable change in propeller pitch setting or prevent continued safe operation of the propeller.

(ii) Be designed and constructed so that no single failure or malfunction, or probable combination of failures of electrical or electronic components, or mechanical and hydraulic interface of the propeller control system, result in a hazardous condition.

(iii) Be tested to its environmental limits including transients (variations) caused by lightning and high intensity radiated fields (HIRF) and demonstrate no adverse effects on the control system operation and performance or resultant damage. These tests shall include, but not be limited to, the following:

(A) Lightning strikes, such as multiple-stroke and multiple-burst

(B) Pin-injected tests to appropriate wave forms and levels

(C) HIRF susceptibility tests

(iv) Be demonstrated by analysis/tests that associated software is designed and implemented to prevent errors that would result in an unacceptable change in propeller pitch or an hazardous condition.

(v) Be designed and constructed so that a failure or malfunction of electrical or electronic components in the propeller control system could not prevent safe operation of any remaining propeller that is installed on the aircraft.

Issued in Burlington, Massachusetts, on January 12, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-1532 Filed 1-19-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 35

[Docket No. 94-ANE-61; Notice No. 35-ANE-03]

Special Conditions; Hamilton Standard Model 568F Propeller

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed special conditions.

SUMMARY: This document proposes special conditions for the Hamilton Standard Model 568F propeller. This propeller is constructed using all composite blades, a novel and unusual design feature. Part 35 of the Federal Aviation Regulations (FAR's) currently does not address the airworthiness considerations associated with propellers constructed using all composite blades. This notice proposes additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to that established by the airworthiness standards of part 35 of the FAR's.

DATES: Comments must be received on or before February 21, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-61, 12 New England Executive Park, Burlington, Massachusetts 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Martin Buckman, Engine and Propeller Standards Staff, ANE-110, Engine and Propeller Directorate, Aircraft Certification Service, FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803-5229; (617) 273-7079; fax (617) 270-2412.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rules by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under **ADDRESSES**. All communications received on or before the closing date for comments, specified under **DATES**, will be considered before taking action on the proposed special conditions. The proposals contained in this action may

be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposes special conditions. 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 No. 94-ANE-61." The postcard will be date stamped and returned to the commenter.

Availability of Notice of Special Condition

Any person may obtain a copy of this Notice of Special Condition by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-61, 12 New England Executive Park, Burlington, Massachusetts 01803-5299.

Discussion

Background

On January 26, 1994, Hamilton Standard applied for type certification for a new Model 568F propeller. This propeller is constructed using all composite blades, a novel and unusual design feature. Propellers constructed entirely of composite material have additional airworthiness considerations not currently addressed by part 35 of the FAR's. Those additional airworthiness considerations associated with propellers constructed using all composite blades are propeller integrity following a bird strike, propeller integrity following a lightning strike, and propeller fatigue strength when exposed to the deteriorating effects of in-service use and the environment.

Type Certificate Basis

Under the provisions of § 21.17 of the FAR's, Hamilton Standard must show that the Model 568F propeller meets the requirements of the applicable regulations in effect on the date of the application. Those FAR's are § 21.21 and part 35, effective February 1, 1965, as amended.

The Administrator finds that the applicable airworthiness regulations in part 35, as amended, do not contain