

**Revision to Airplane Flight Manual: Limitations Section**

(a) Within 24 hours after the effective date of this AD, revise the Limitations section of the FAA-approved Airplane Flight Manual (AFM) to include the following statements. This may be accomplished by inserting a copy of this AD into the AFM. Following accomplishment of paragraph (c) of this AD, the revisions required by this paragraph may be removed from the AFM.

“THE APU MUST BE OPERATIVE FOR EVERY DEPARTURE.

SINGLE BLEED OPERATION IN ICING CONDITIONS IS PROHIBITED.”

**Revision to Airplane Flight Manual: Abnormal Procedures Section**

(b) Within 24 hours after the effective date of this AD, replace the existing “ENGINE AIRSTART” procedure in the Abnormal Procedures section of the AFM with the following procedures. This may be accomplished by inserting a copy of this AD into the AFM.

**“ENGINE AIRSTART**

Affected engine:

One Electric Fuel Pump (A or B).	ON
Ignition .....	AUTO
Start/Stop Selector	STOP
Engine Bleed .....	CLOSE
Thrust Lever .....	IDLE
Airspeed and Altitude.	REFER TO AIRSTART ENVELOPE

Perform an assisted start or windmilling, as required.

**CAUTION: IN ICING CONDITIONS USE CROSSBLEED START ONLY, TO AVOID LOSS OF ANTI-ICE SYSTEM PERFORMANCE.**

Assisted Start:

Crossbleed Start:	
N2 (operating engine).	ABOVE 80%
Crossbleed .....	AUTO OR OPEN
Engine Bleed (operating engine).	OPEN
APU bleed start:	
APU .....	START
APU Bleed .....	OPEN
Crossbleed .....	AUTO
Engine Bleed (operating engine).	CLOSE

Start/Stop Selector .....	START, THEN RUN
Engine Indication .....	MONITOR

Check ITT and N2 rising. Observe limits. Check ignition and fuel flow indication at 10% N2.

**Windmilling Start:**

Airspeed .....	ABOVE 260 KIAS
Minimum N2 .....	12%
Start/Stop Selector	START, THEN RUN
ITT and N2 .....	MONITOR

**Note:** Windmilling start will be slower than an assisted start. Windmilling start with N2 above 30% and increasing, the loss of

altitude may be minimized, by reducing airspeed. Start will be faster if ITT is below 320°C.

**After Start:**

Affected Engine Bleed.	AS REQUIRED
Crossbleed .....	AUTO
APU Bleed .....	AS REQUIRED”

**Disconnection of the Precooler Differential Pressure Switches**

(c) Within 100 flight hours after the effective date of this AD, disconnect the electrical connector from the precooler differential pressure switches in the left and right engine pylons, in accordance with EMBRAER Alert Service Bulletin No. 145-36-A018, dated April 14, 2000. Following accomplishment of this paragraph, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

**Alternative Methods of Compliance**

(d) 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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

**Special Flight Permits**

(e) 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.

**Incorporation by Reference**

(f) The disconnection of the precooler differential pressure switches shall be done in accordance with EMBRAER Alert Service Bulletin No. 145-36-A018, dated April 14, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343—CEP 12.225, Sao Jose dos Campos—SP, Brazil. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 3:** The subject of this AD is addressed in Brazilian airworthiness directive 2000-04-01R1, dated May 3, 2000.

**Effective Date**

(g) This amendment becomes effective on July 3, 2000.

Issued in Renton, Washington, on June 20, 2000.

**Donald L. Riggins,**

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

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**DEPARTMENT OF THE INTERIOR**

**Surface Mining Reclamation and Enforcement**

**30 CFR Part 750**

**Surface Coal Mining and Reclamation Operations; Permit fees**

*CFR Correction*

In Title 30 of the Code of Federal Regulations, parts 700-end, revised as of July 1, 1999, on page 168, in the second column of §750.25(d), the last line of the table was inadvertently omitted and should read as follows:

**§ 750.25 Permit fees.**

\* \* \* \* \*

(d) *Fee schedule for a new permit.*

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Decision document .....	2000.00

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**DEPARTMENT OF TRANSPORTATION**

**Coast Guard**

**33 CFR Part 165**

**[CGD09-00-021]**

**RIN 2115-AA97**

**Safety Zone—Lake Erie, Port Clinton, OH**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone on Lake Erie, in the state of Ohio. This zone restricts the entry of vessels into the area designated for the July 4th, 2000 fireworks display. This temporary safety zone is necessary to protect mariners in case of accidental misfire of fireworks mortar rounds.

**DATES:** This rule is effective from 2 p.m., to 11 p.m., July 4, 2000.

**ADDRESSES:** The U.S. Coast Guard Marine Safety Office in Toledo, Ohio maintains the public document for this rule. Documents identified in this rule will be available for public copying and inspection between 9:30 A.M. and 2