

without capital stock, or labor organizations.

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PART 114—CORPORATE AND LABOR ORGANIZATION ACTIVITY

3. The authority citation for Part 114 continues to read as follows:

Authority: 2 U.S.C. 431(8)(B), 431(9)(B), 432, 437d(a)(8), 438(a)(8), and 441b.

4. Section 114.1 is amended by revising paragraph (e) to read as follows:

§ 114.1 Definitions.

* * * * *

(e)(1) For purposes of this part *membership organization* means a trade association, cooperative, corporation without capital stock, or a local, national, or international labor organization that:

(i) Is composed of members, some or all of whom are vested with the power and authority to operate or administer the organization, pursuant to the organization's articles, bylaws, constitution or other formal organizational documents;

(ii) Expressly states the qualifications and requirements for membership in its articles, bylaws, constitution or other formal organizational documents;

(iii) Makes its articles, bylaws, constitution, or other formal organizational documents available to its members upon request;

(iv) Expressly solicits persons to become members;

(v) Expressly acknowledges the acceptance of membership, such as by sending a membership card or including the member's name on a membership newsletter list; and

(vi) Is not organized primarily for the purpose of influencing the nomination for election, or election, of any individual to Federal office.

(2) For purposes of this part, the term *members* includes all persons who are currently satisfying the requirements for membership in a membership organization, affirmatively accept the membership organization's invitation to become a member, and either:

(i) Have some significant financial attachment to the membership organization, such as a significant investment or ownership stake; or

(ii) Pay membership dues at least annually, of a specific amount predetermined by the organization; or

(iii) Have a significant organizational attachment to the membership organization which includes: affirmation of membership on at least an annual basis; and direct participatory rights in the governance of the organization. For example, such rights

could include the right to vote directly or indirectly for at least one individual on the membership organization's highest governing board; the right to vote directly for organization officers; the right to vote on policy questions where the highest governing body of the membership organization is obligated to abide by the results; the right to approve the organization's annual budget; or the right to participate directly in similar aspects of the organization's governance.

(3) Notwithstanding the requirements of paragraph (e)(2) of this section, the Commission may determine, on a case-by-case basis, that persons who do not precisely meet the requirements on the general rule, but have a relatively enduring and independently significant financial or organizational attachment to the organization, may be considered members for purposes of this section. For example, student members who pay a lower amount of dues while in school, long term dues paying members who qualify for lifetime membership status with little or no dues obligation, and retired members of the organization may be considered members for purposes of these rules.

(4) Notwithstanding the requirements of paragraphs (e)(2)(i) through (iii) of this section, members of a local union are considered to be members of any national or international union of which the local union is a part and of any federation with which the local, national, or international union is affiliated.

(5) In the case of a membership organization which has a national federation structure or has several levels, including, for example, national, state, regional and/or local affiliates, a person who qualifies as a member of any entity within the federation or of any affiliate by meeting the requirements of paragraphs (e)(2)(i), (ii), or (iii) of this section shall also qualify as a member of all affiliates for purposes of this part. The factors set forth at 11 CFR 100.5 (g)(2), (3) and (4) shall be used to determine whether entities are affiliated for purposes of this paragraph.

(6) The status of a membership organization, and of members, for purposes of this part, shall be determined pursuant to paragraph (e)(1) of this section and not by provisions of state law governing trade associations, cooperatives, corporations without capital stock, or labor organizations.

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Dated: July 27, 1999.

Scott E. Thomas,

Chairman, Federal Election Commission.

[FR Doc. 99-19515 Filed 7-29-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-21-AD; Amendment 39-11233; AD 98-23-07 R1]

Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; rescission; request for comments.

SUMMARY: This amendment rescinds Airworthiness Directive (AD) 98-23-07, which is applicable to certain Pratt & Whitney (PW) JT9D series turbofan engines. That AD requires a one-time acid etch inspection of the turbine exhaust case (TEC) wall between and on either side of the "3R" and "S" rails in the engine mount lug area (top quadrant of the case) for the presence of weld material, and if weld material is detected, removal from service and replacement with serviceable parts. The requirements of that AD were intended to prevent TEC structural failure under abnormal operating conditions, which could result in reduced main mount load capability, engine separation from the wing and subsequent loss of control of the airplane. Since the issuance of that AD, the FAA received reports from the manufacturer that describe a new safety analysis that determines the acid etch inspection for weld material is unnecessary.

DATES: Effective July 30, 1999.

Comments for inclusion in the Rules Docket must be received on or before September 28, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-21-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ane-adcomment@faa.gov". Comments sent via the Internet must contain the docket number in the subject line.

FOR FURTHER INFORMATION CONTACT: Tara Goodman, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England

Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7130, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: On November 5, 1998, the Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 98-23-07, amendment 39-10872 (63 FR 63393, November 13, 1998), applicable to certain Pratt & Whitney (PW) Models JT9D-7, -7A, -7H, -7AH, -7F, -7J, -20, -20J, -7Q, -7Q3, -59A, -70A, and -7R4D turbofan engines. That AD requires a one-time acid etch inspection of the turbine exhaust case (TEC) wall between and on either side of the "R" and "S" rails in the engine mount lug area (top quadrant of the case) for the presence of weld material, and if weld material is detected, removal from service and replacement with serviceable parts. That action was prompted by reports of weld rework performed in the outer case wall of the TEC, in the mount lug fillet area, during original production to address local under minimum wall thickness conditions which at the time was considered to have left the TEC's structural capability compromised. That condition, if not corrected, was considered to have the potential to result in TEC structural failure under abnormal operating conditions, which could result in reduced main mount load capability, engine separation from the wing and subsequent loss of control of the airplane.

Since the issuance of that AD, the FAA has reviewed detailed analyses for PW JT9D engine installations (excluding the JT9D-7R4 bulged low pressure turbine/TEC configurations). The analyses show that sufficient margin exists for TECs installed in JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20, -20J, -7Q, -7Q3, -59A, -70A, and -7R4D engine configurations under abnormal operating conditions. The results also show that there are no flight safety issues resulting from weld rework in the outer case wall of the TEC in the mount lug fillet area.

Welding in the mount lug area of the TEC was performed on several PW JT9D series TECs during original manufacture in order to address case wall thickness that was below the minimum. Since original type certification and at present, cracking and welding are prohibited in the mount lug area in accordance with the Engine Manual, because of concern for structural integrity during abnormal operating conditions. The results of the analyses show that the area where welding is prohibited in the Engine Maintenance Manual can be redefined, such that

welding would only be prohibited on the mount pads.

The FAA has reviewed the analytical results and has determined that welding in the fillets at the base of the "R" and "S" rails and the shell wall does not compromise the structural integrity of the TEC. Therefore, the FAA has determined that it is necessary to rescind AD 98-23-07 in order to prevent operators from performing an unnecessary action. The current AD requires a one-time inspection of the TEC to be performed at the next shop visit. Operators are currently facing the requirement to perform this unnecessary inspection; therefore, it is impractical to provide prior notice and opportunity for public comment before rescinding the current AD.

In addition, since this action rescinds a requirement to perform an unnecessary action, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are impractical and the rescission may be made effective upon publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule 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 the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD 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-ANE-21-AD." The postcard will be date stamped and returned to the commenter.

The Rescission

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 39-10872 and adding 98-23-07 R1 to read as follows:

98-23-07 R1: Amendment 39-11233. Docket No. 98-ANE-21-AD. Rescinds AD 98-23-07, Amendment 39-10872.

Applicability: Pratt & Whitney (PW) Models JT9D-7, -7A, -7H, -7AH, -7F, -7J, -20, -20J, -7Q, -7Q3, -59A, -70A, and -7R4D turbofan engines. These engines are installed on but not limited to Boeing 747 and 767 series, McDonnell Douglas DC-10 series, and Airbus Industrie A300 and A310 series airplanes.

This rescission is effective July 30, 1999.

Issued in Burlington, Massachusetts, on July 15, 1999.

Mark C. Fulmer,

Acting Manager, Engine and Propeller Directorate, Engine Certification Office.

[FR Doc. 99-19296 Filed 7-29-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 29678; Amdt. No. 417]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory