

Netherlands/
Scandinavia/Switzerland Cargo Rate
Revalidation/Amendment
Telex Amendment to Mail Vote
(TW946)
Intended effective date: October 1,
1998
r1—002
r2—554f
r3—584ff

Docket Number: OST-98-3779

Date Filed: April 22, 1998

Parties: Members of the International
Air Transport Association

Subject:

PAC/Reso/397 dated March 23, 1998
Reso 850a (Saudi Arabia)

Intended effective date: May 16, 1998

Docket Number: OST-98-3784

Date Filed: April 24, 1998

Parties: Members of the International
Air Transport Association

Subject:

PTC1/PTC12 Telex Mail Vote 936
Special Construction Rules—Reso
024j

(Within TC1 and Europe-Africa)

Intended effective date: May 15, 1998

Paulette V. Twine,

Federal Register Liaison.

[FR Doc. 98-11646 Filed 4-30-98; 8:45 am]

BILLING CODE 4910-62-P

Holding Corp. ("Blue Line"), the
assignee of Star Air Trading Corp.
("Star").

Paulette V. Twine,

Federal Register Liaison.

[FR Doc. 98-11645 Filed 4-30-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Correcting Unsafe Conditions That May Develop in Foreign-Manufactured Aircraft

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Notice of policy statement.

SUMMARY: This notice announces the
FAA's policy with respect to foreign
mandatory continuing airworthiness
information, when no aircraft of the
affected design are currently in
operation in the U.S.

FOR FURTHER INFORMATION CONTACT:

Linda S. Walker, Aircraft Engineering
Division, AIR-120, Aircraft Certification
Service, FAA, 800 Independence
Avenue, S.W., Washington, D.C. 20591,
telephone (202) 267-9592.

SUPPLEMENTARY INFORMATION:

Discussion

Safety of civil aircraft is assured by a
number of means. First the design of
such aircraft must meet the safety
standards prescribed in parts 21 through
31 of the Federal Aviation Regulation
(FAR). Compliance of a particular
design (i.e. a particular model) with
those standards is evidenced by the
issuance of a document known as a type
certificate. The drawings and other data
which describe that design are known as
the type design. A related document is
the type certificate data sheet which
prescribes the conditions and
limitations under which the design
meets those standards. Second, each
individual aircraft must be shown to
conform to that design and be in
condition for safe operation. That an
aircraft conforms to the approved design
and is in condition for safe operation are
evidenced by issuance of another
document for that particular aircraft
known as an airworthiness certificate.
Once an individual aircraft receives an
airworthiness certificate and goes into
service, it must be properly maintained
so that it remains in a condition for safe
operation.

Notwithstanding compliance with the
above requirements, an unsafe condition
may be discovered during the lifetime of
the aircraft. If an unsafe condition is

discovered, and the unsafe condition is
likely to exist or develop in other
aircraft of the same design, the FAA
requires the operator of each affected
aircraft to take action to correct that
unsafe condition. The required
corrective action is specified in a
regulation known as an airworthiness
directive. Depending on the nature of
the unsafe condition, the required
corrective action may include a
modification of the aircraft, replacement
of certain components, periodic
inspections or imposition of additional
operating limits.

In the case of aircraft imported from
other countries, the FAA relies to a
certain extent on findings made on its
behalf by the airworthiness authority of
the state of design (i.e., the country
having jurisdiction over the
organization responsible for the type
design). Under the provisions of Annex
8 to the Convention on International
Civil Aviation ("Airworthiness of
Aircraft") and bilateral agreements
(bilateral airworthiness agreements and
bilateral aviation safety agreements), the
airworthiness authority of the state of
design certifies to the FAA that a design
complies with the applicable standards.
Based largely on that certification, the
FAA issues a type certificate for that
design. In addition, the airworthiness
authority certifies to the FAA that an
individual aircraft being imported into
the U.S. conforms to that design and is
in condition for safe operation. Based on
that certification, the FAA issues a U.S.
airworthiness certificate for that aircraft.
Under the provisions of Annex 8 and
the bilateral agreements, the
airworthiness authority of the country of
manufacture must also advise the FAA
of all mandatory continuing
airworthiness information (MCAI), i.e.
the foreign equivalent to FAA
airworthiness directives. The FAA
assesses that information and
determines whether to issue
airworthiness directives to require the
necessary corrective actions.

In some instances, a type certificate is
issued by the FAA for a foreign design
long before an individual aircraft of that
design is imported into the U.S.
Similarly, there are instances in which
no aircraft of a specific design currently
has a U.S. airworthiness certificate
because all that were imported have
since been exported, damaged beyond
repair or scrapped. Based on experience
gained with aircraft of the same design
operating in other countries, the
airworthiness authority of the state of
design frequently advises the FAA, in
the meantime, of a number of
mandatory airworthiness modifications
and special inspections. Even when

DEPARTMENT OF TRANSPORTATION

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending April 24, 1998

The following Applications for
Certificates of Public Convenience and
Necessity and Foreign Air Carrier
Permits were filed under Subpart Q of
the Department of Transportation's
Procedural Regulations (See 14 CFR
302.1701 *et seq.*). The due date for
Answers, Conforming Applications, or
Motions to Modify Scope are set forth
below for each application. Following
the Answer period DOT may process the
application by expedited procedures.
Such procedures may consist of the
adoption of a show-cause order, a
tentative order, or in appropriate cases
a final order without further
proceedings.

Docket Number: OST-98-3767.

Date Filed: April 24, 1998.

*Due Date for Answers, Conforming
Applications, or Motions to Modify
Scope:* May 22, 1998.

Description: Application of Western
Pacific Airlines, Inc., pursuant to 49
U.S.C. Section 41105, requests authority
to transfer its certificate of public
convenience and necessity to Blue Line

there are no aircraft of a design currently operating in this country, the FAA's practice has been to issue corresponding airworthiness directives requiring the necessary corrective action to be taken in the event an aircraft of that design is imported later.

It is recognized that this practice requires the expenditure of considerable FAA resources for safety benefits which could also be achieved through existing requirements for issuance of airworthiness certificates. As discussed above, the airworthiness authority of the state of design must, under the provisions of Annex 8 to the Convention on International Civil Aviation and bilateral agreements, certify to the FAA that an individual aircraft is in condition for safe operation. In order to make that certification, the authority must determine that the aircraft complies with each applicable MCAI it has issued. Sometimes a used aircraft of a particular design is imported from a country other than the state of design. In that event, the finding that the aircraft is in a condition for safe operation must be made by FAA personnel or persons authorized to do so on behalf of the FAA. Regardless of whether it is imported directly from the state of design, an aircraft must be found to be in a condition for safe operation before an airworthiness certificate can be issued; therefore, the issuance of an airworthiness directive merely duplicates existing requirements if no aircraft of the affected design (i.e. the affected model) already has a U.S. airworthiness certificate. In lieu of this duplicative practice, the FAA is adopting an alternative procedure that may be used when no aircraft of the affected model has been issued a U.S. airworthiness certificate.

Under this alternative procedure, the FAA will continue to review each MCAI when received to determine whether it meets established FAA criteria for required corrective action. As is current FAA practice, no further action will be taken for an MCAI that does not meet those criteria. As is also the current practice, an airworthiness directive will be issued for an MCAI that meets those criteria if there is one or more aircraft of the affected design currently in service in this country. If no aircraft of the affected design currently has a U.S. airworthiness certificate, the FAA may elect to defer regulatory action on the MCAI that meet those criteria until an application for airworthiness certificate is made for an aircraft of that design. Compliance with the provisions of each MCAI that meets those criteria will be required then to support a finding that the aircraft is in a condition for safe

operation. In the meantime, the FAA will make available, upon request, a list of such MCAI to prospective purchasers of aircraft of that design (i.e. that model).

If an aircraft of the affected model does receive a U.S. airworthiness certificate, the FAA will amend the type certificate data sheet for that model to list the specific MCAI's for which compliance must be shown before the aircraft can be found to be in a condition for safe operation. The FAA will also publish a notice in the **Federal Register** at that time to inform the public of that amendment. The FAA will issue AD's for any subsequent MCAI's that meet FAA criteria for corrective action.

This alternative procedure is not considered appropriate at this time for other products, such as engines or propellers, since there is presently no reliable means to ensure that none have been imported and installed in U.S. registered aircraft.

Issued in Washington, DC, on April 24, 1998.

Abbas A. Rizvi,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 98-11648 Filed 4-30-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Bureau of Alcohol, Tobacco and Firearms

Proposed Collection; Comment Request

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Bureau of Alcohol, Tobacco and Firearms within the Department of the Treasury is soliciting comments concerning the Race and National Origin Identification. **DATES:** Written comments should be received on or before June 30, 1998 to be assured of consideration.

ADDRESS: Direct all written comments to Linda Barnes, Bureau of Alcohol, Tobacco and Firearms, 650 Massachusetts Avenue, NW., Washington, DC 20226, (202) 927-8930.

FOR FURTHER INFORMATION CONTACT:

Requests for additional information or copies of the form(s) and instructions should be directed to Dennis Snyder, Employment Branch, 650 Massachusetts Avenue, NW., Washington, DC 20226, (202) 927-8553.

SUPPLEMENTARY INFORMATION:

Title: Race and National Origin Identification

Form Number: ATF F 2931.1

Abstract: This form on its own and when combined with other Bureau tracking forms will allow the Bureau to determine its applicant/employee pool, and thereby, enhance its recruitment plan. It will also allow the Bureau to determine how its diversity/EEO efforts are progressing and to determine adverse impact on the employee selection process.

Current Actions: This is a new collection of information. Respondents provide the information once per application. The information is voluntary.

Type of Review: New

Affected Public: Individuals or households

Estimated Number of Respondents: 10,000

Estimated Time Per Respondent: 3 minutes

Estimated Total Annual Burden Hours: 500

Request for Comments

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Dated: April 22, 1998.

William T. Earle,

Assistant Director (Management)/CFO.

[FR Doc. 98-11524 Filed 4-30-98; 8:45 am]

BILLING CODE 4810-31-P