

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita ACO, 801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) Figure 1 of this AD may be obtained from the Wichita ACO at the address specified in paragraph (d) of this AD; and may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on July 5, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-16975 Filed 7-11-95; 8:45 am]

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14 CFR Part 39

[Docket No. 95-CE-22-AD]

Airworthiness Directives; Maule Aerospace Technologies, Inc. Models M-4-210 and M-4-210C Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Maule Aerospace Technologies, Inc. (Maule) Models M-4-210 and M-4-210C airplanes that have Dual Exhaust System 5230F installed. The proposed action would require relocating the gascolator and electric fuel pump away from the dual exhaust system. The Federal Aviation Administration (FAA) recently became aware that, with these dual exhaust systems installed on the affected airplanes, the left-hand exhaust stack is routed almost directly below the fuel gascolator. The close proximity of the flammable fuel to the exhaust system presents an unsafe condition and violates current regulations. The actions specified by the proposed AD are intended to prevent an airplane engine fire caused by the close proximity of the

fuel gascolator and electric fuel pump to the exhaust system.

DATES: Comments must be received on or before September 15, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-22-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Maule Aerospace Technology, Inc., Lake Maule, Route 5, Box 318, Moultrie, Georgia 31768; telephone (912) 985-2045; facsimile (912) 890-2402. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Ms. Juanita Craft-Lloyd, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7373; facsimile (404) 305-7348.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals 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 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 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. 95-CE-22-AD." The

postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-22-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

Maule Models M-4-210 and M-4-210C airplanes were originally type certificated with a single exhaust system. In 1975, the FAA approved Maule Service Kit No. 11: "Installation of Maule IO-360 Dual Muffler System and Additional Cabin Heater Inlet Retrofit Kit."

The FAA has recently become aware that installing Dual Exhaust System 5230F in accordance with Maule Service Kit No. 11 could present an unsafe condition on Maule Models M-4-210 and M-4-210C airplanes. Under this installation configuration, the left-hand stack is routed almost directly below the fuel gascolator, which, when combining the high temperatures from the exhaust system with flammable fuel, could result in an airplane engine fire. In addition, paragraphs (b) and (c) of section 23.1121 of the Federal Aviation Regulations (14 CFR 23.1121, paragraphs (b) and (c)) specify that the exhaust system must either be shielded or routed away from flammable fuels or vapors.

Maule has issued Service Bulletin (SB) No. 10, dated September 16, 1994, which specifies procedures for relocating the gascolator and electric fuel pump on Maule Models M-4-210 and M-4-210C airplanes that have Dual Exhaust System 5230F installed.

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent an airplane engine fire caused by the close proximity of the fuel gascolator and electric fuel pump to the exhaust system.

Since an unsafe condition has been identified that is likely to exist or develop in other Maule Models M-4-210 and M-4-210C airplanes of the same type design that have Dual Exhaust System 5230F installed, the proposed AD would require relocating the gascolator and electric fuel pump. Accomplishment of the proposed action would be in accordance with Maule SB No. 10, dated September 16, 1994.

The FAA estimates that 125 airplanes in the U.S. registry would be affected by

the proposed AD, that it would take approximately 8 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$158 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$79,750. This figure is based on the assumption that no owner/operator of the affected airplanes has relocated the gascolator and electric fuel pump.

Maule has informed the FAA that enough parts have been distributed to accomplish the relocation on 2 of the affected airplanes. Assuming that each owner/operator that received parts has accomplished the proposed relocation, the cost impact upon the public would be reduced by \$1,276 from \$79,750 to \$78,474.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

Maule Aerospace Technology, Inc.: Docket No. 95-CE-22-AD. Applicability: The following airplane models and serial numbers, certificated in any category, that have Dual Exhaust System 5230F installed:

Model	Serial Numbers
M-4-210	1001 through 1045.
M-4-210C	1001C through 1080C.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplanes from the applicability of this AD.

Compliance: Required within the next 50 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent an airplane engine fire caused by the close proximity of the fuel gascolator and electric fuel pump to the exhaust system, accomplish the following:

(a) Relocate the gascolator and fuel pump from above the air egress to the left-side of the airplane in accordance with Maule Service Bulletin No. 10, dated September 16, 1994.

(b) 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.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA 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.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Maule Aerospace Technology, Inc., Lake Maule, Route 5, Box 318, Moultrie, Georgia 31768; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on July 5, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 102

RIN 1515-AB19; RIN 1515-AB34

Rules for Determining the Country of Origin of a Good for Purposes of Annex 311 of the North American Free Trade Agreement; Rules of Origin Applicable to Imported Merchandise

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: On May 5, 1995, Customs published in the **Federal Register** a notice of proposed rulemaking that set forth proposed amendments to the interim Customs Regulations, published in the **Federal Register** on January 3, 1994, as T.D. 94-4, which established the rules for determining when the country of origin of a good is one of the parties to the North American Free Trade Agreement for purposes of Annex 311 of that Agreement and republished, with some modifications, proposed amendments to the Customs Regulations to set forth uniform rules governing the determination of the country of origin of imported merchandise, which had also been published in the **Federal Register** on January 3, 1994. This document sets forth additional proposed amendments to the T.D. 94-4 interim regulations that were omitted from the May 5, 1995, notice of proposed rulemaking. Final action on the additional proposals set forth in this document will be included in the final action taken on the T.D. 94-4 interim regulations as discussed in the May 5, 1995, document.

DATES: Comments must be received on or before August 28, 1995.

ADDRESSES: Written comments (preferably in triplicate) may be addressed to the Regulations Branch, U.S. Customs Service, Franklin Court,