shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(f) All persons affected by this directive may obtain copies of the document referred to herein upon request to Aerospace Technologies of Australia Pty Ltd., ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia; 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 August 11, 1997.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–21787 Filed 8–15–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 134

RIN 1515–AB61

Country of Origin Marking Requirements for Frozen Imported Produce

AGENCY: Customs Service, Treasury.

ACTION: Notice of proposed rulemaking; additional comment period.

SUMMARY: This document provides interested members of the public an additional 60 days to submit written comments on a proposal to amend the Customs Regulations regarding the country of origin marking of imported frozen produce. The proposed amendment would revise the regulations to mandate front panel marking of imported frozen produce.

DATES: Comments must be received on or before October 17, 1997.

ADDRESSES: Written comments (preferably in triplicate) may be addressed to the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, Franklin Court, 1301 Constitution Ave., N.W., Washington, D.C. 20229. Comments submitted may be inspected at the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, Franklin Court, 1099 14th Street, N.W., Suite 4000, Washington, D.C.

FOR FURTHER INFORMATION CONTACT: David Cohen, Special Classification and Marking Branch, Office of Regulations and Rulings (202–482–6980).

SUPPLEMENTARY INFORMATION:

Background

On July 23, 1996, Customs published a Notice of Proposed Rulemaking (61 FR 38119) soliciting comments on a proposal to require that the country of origin of frozen imported produce be marked on the front panel of their retail packages to comply with the statutory requirement that the country of origin marking be in a ''conspicuous place.'' On September 23, 1996, the comment period closed.

Subsequent to the close of the comment period, Customs received a large number of additional comments and other correspondence concerning this matter. In order to afford Customs an appropriate opportunity to consider the points raised in those comments and other correspondence received outside the prescribed comment period, and in order to provide an additional opportunity for the general public to submit comments on this matter which continues to engender significant interest, Customs has decided to reopen this matter for public comment for 60 more days. In order to ensure consideration of the most complete record possible, Customs will, after the close of the new public comment period, give consideration to all comments and other correspondence already received during or after the original comment period as well as all comments received during the new public comment period herein. Accordingly, there is no need to re-submit copies of any comments previously submitted to Customs with respect to this proposed rulemaking.

Dated: August 12, 1997.

George J. Weise,

Commissioner of Customs.

[FR Doc. 97–21742 Filed 8–15–97; 8:45 am]

BILLING CODE 4820–02–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 187

46 CFR Part 67

[CGD 96–060]

Vessel Documentation: Combined Builder's Certificate and Manufacturer's Certificate of Origin, Submission of Hull Identification Number (HIN) for Documentation of Recreational Vessels, and Issuance of Temporary Certificates of Documentation

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The National Vessel Documentation Center will hold a public meeting as a follow-up to its November 14, 1996, notice of requests for comments on vessel documentation matters. The meeting will be held to discuss combining the Builder's Certificate and the Manufacturer's Certificate of Origin, requiring a Hull Identification Number for the documentation of recreational vessels, and issuing a Temporary Certificate of Documentation.

DATES: The meeting will be on September 17, 1997, from 10 a.m. to 4 p.m.

ADDRESSES: The meeting will be in room 6200–6204, Department of Transportation, Nassif Building, 400 7th Street SW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Dennis M. Nelson, Chief, Recreational Vessel Documentation Branch, National Vessel Documentation Center, 2039 Stonewall Jackson Dr., Falling Waters, WV 25419; telephone 304–271–2400 (800–799–8362); fax 304–271–2405.

SUPPLEMENTARY INFORMATION: On November 14, 1996, the Coast Guard published a ''notice of request for comments'' (61 FR 58359) on the following subjects. The notice provides additional background information. After reviewing the comments, we now need your help in answering the following questions:

1. *Hull Identification Number (HIN).* The Coast Guard is considering requiring that recreational vessels be marked with an HIN before being documented and that the HIN appear on the application for documentation. This would align documentation process with the Vessel Identification System. Also, it would deter fraud, aid in law enforcement, and improve the identification of vessels. Should a photo or a rubbing of the HIN accompany the Application for Documentation?

2. *Manufacturer's Certificate of Origin and Builder's Certification.* Currently, the States use the Manufacturer's Certificate of Origin (MCO) for registering and titling vessels and the Coast Guard uses the Builder's Certification (Form CG–1261) for documenting vessels. The Coast Guard is considering combining these two forms to reduce the possibility for fraud, allow boat manufacturers to use only one form for either system, and aid law enforcement by means of a uniform system for identifying vessels. Are there any reasons why this proposal should not be adopted?