

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

## 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

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]

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## 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

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]

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## 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.*

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