§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Construcciones Aeronauticas, S.A. (CASA): Docket 2000–NM–263–AD.

Applicability: All Model CN–235 series airplanes, certificated in any category.

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 request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the loss of electrical power, other than that provided by the emergency system, in the event of disconnection of the single electrical connector within the electrical Master Central Unit, accomplish the following:

Installation

(a) Within 6 months after the effective date of this AD: Install a second electrical connector in the Master Central Unit, in accordance with CASA Service Bulletin SB–235–24–14, dated June 27, 2000.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM–116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

Special Flight Permits

(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.

Note 3: The subject of this AD is addressed in Spanish airworthiness directive 06/00, dated June 27, 2000.

Issued in Renton, Washington, on January 12, 2001.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01–1664 Filed 1–19–01; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–CE–57–AD]

RIN 2120–AA64

Airworthiness Directives; Cessna Aircraft Company 150, 172, 175, 180, 182, 185, 206, 210, and 336 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM); Extension of the comment period.

SUMMARY: This document provides additional time for the public to comment on a proposal to adopt a new airworthiness directive (AD) that would apply to certain Cessna Aircraft Company (Cessna) 150, 172, 175, 180, 182, 185, 206, 210, and 336 series airplanes. The proposed AD would affect those airplanes equipped with 0513166 series plastic control wheels. The proposed AD would require you to repetitively inspect these wheels for cracks, conduct a pull test on these wheels, and replace any control wheels that are cracked or that do not pass the pull test. Replacement of the control wheels would be with ones that are FAA-approved and are not 0513166 series plastic control wheels. The proposed AD is the result of many incidents of control wheels cracking or breaking on the above-referenced airplanes. Comments received on the original notice of proposed rulemaking (NPRM) specify additional time to respond to the proposed action. The actions specified by the proposed AD are intended to detect and correct cracked or defective control wheels, which could result in loss of control of the airplane during takeoff, landing, or ground operations.

DATES: The Federal Aviation Administration (FAA) must receive any comments on this proposed rule by April 4, 2001. This is extended from February 2, 2001.

ADDRESSES: Send three copies of comments to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98–CE–57–AD, 901 Locust, Room 506, Kansas City, Missouri 64106. You may read comments at this location between 8 a.m. and 4 p.m., Monday through Friday, except holidays.

You may get the service information referenced in the proposed AD from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517–5800; facsimile: (316) 942–9006. You may read this information at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Eual Conditt, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946–4128; facsimile: (316) 946–4407.

SUPPLEMENTARY INFORMATION:

Comments Invited

How do I comment on this proposed AD? We invite your comments on the proposed rule. You may send whatever written data, views, or arguments you choose. You need to include the rule's docket number and send your comments in triplicate to the address named under the caption **ADDRESSES**. We will consider all comments received by the closing date named above, before acting on the proposed rule. We may change the proposals contained in this notice because of the comments received.

Are there any specific portions of the proposed AD I should pay attention to? The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of the proposed rule that might call for a need to change the proposed rule. You may look at all comments we receive. We will file a report in the Rules Docket that summarizes each FAA contact with the public that concerns the substantive parts of this proposal.

The FAA is reexamining the writing style we currently use in regulatory documents, in response to the Presidential memorandum of June 1, 1998. That memorandum requires federal agencies to communicate more clearly with the public. We are interested in your comments on the ease of understanding this document, and any other suggestions you might have to improve the clarity of FAA communications that affect you. You can get more information about the Presidential memorandum and the plain language initiative at *http://www.faa.gov/language/*.

How can I be sure FAA receives my comment? If you want us to

acknowledge the receipt of your comments, you must include a self-addressed, stamped postcard. On the postcard, write ''Comments to Docket No. 98–CE–57–AD.'' We will date stamp and mail the postcard back to you.

Discussion

What events have caused this proposed AD? The FAA has received reports of many incidents of control wheels cracking or breaking on Cessna 150, 172, 175, 180, 182, 185, 206, 210, and 336 series airplanes. The problem control wheels are 0513166 series plastic control wheels.

The cause of this problem is because of temperature variations in the molding process during manufacture of the control wheels and deterioration with age and temperature extremes.

This condition could result in the control wheels breaking while the airplane is in operation. A consequent loss of control of the airplane during takeoff, landing, or ground operations could occur.

We issued an NPRM that proposed to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Cessna Aircraft Company (Cessna) 150, 172, 175, 180, 182, 185, 206, 210, and 336 series airplanes. The NPRM would require you to:

—Repetitively inspect and pull test the 0513166 series control wheels; and

—If necessary, replace any control wheels that fail the inspection or pull test.

What has happened to cause FAA to issue this document? We received comments on the NPRM indicating the need for more time to provide data on the proposed AD. Based on these comments and the interest in the rule expressed by various operators and other interested parties, FAA has decided to extend the comment period on this rule to seek additional data. Therefore, the comment period is extended approximately 60 days and will close April 4, 2001.

We are including additional preamble information and the actual AD for the reader's convenience.

What are the differences between the service bulletin and the proposed AD? The Cessna service letter specifies inspecting and testing the control wheels as soon as possible and positively by the next 100-hour inspection. We propose that you inspect and pull test the control wheels and replace (if necessary) the control wheels within 100 hours time-in-service (TIS) after the effective date of this proposed AD, and then at intervals not to exceed 12 months until the control wheels are replaced.

We believe that these compliance times will give the owners or operators of the affected airplanes enough time to have the proposed actions performed without compromising the safety of the airplanes.

Cost Impact

How many airplanes would this proposed AD impact? We estimate the proposed AD would affect 12,592 airplanes in the U.S. registry.

What would be the cost impact of the proposed AD on owners/operators of the affected airplanes? We estimate the following costs to do the proposed inspection and pull test:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
1 hour at $60 for each hour	No parts are required	1 hour x $60 = $60	12,592 airplanes × $60 for each airplane = $755,520.

We estimate the following costs to do any necessary control wheel replacements that would be required based on the results of the proposed inspection and pull test. We have no way of determining the number of airplanes that may need such control wheel replacement:

Labor cost	Parts cost	Total cost per airplane
1 hour at $60 for each hour	$597 for each control wheel	$60 + $597 = $657.

These figures only consider the cost of the first inspection and test and do not account for repetitive inspections and tests. We do not have any means of finding out the number of repetitive inspections and tests the owner/operator would incur over the life of an affected airplane.

Regulatory Impact

How would this proposed AD impact various entities? The proposed regulations 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. We have determined that this proposed rule would not have federalism implications under Executive Order 13132.

Does this proposed AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this proposed action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under Department of Transportation Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if put into effect, will not have a significant economic impact, positive or negative, on a large number of small entities under the criteria of the Regulatory Flexibility Act. We have placed a copy of the draft regulatory evaluation prepared for this action in the Rules Docket. You may get a copy of it 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, under 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. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. FAA amends § 39.13 by adding a new airworthiness directive (AD) to read as follows:

Cessna Aircraft Company: Docket No. 98–CE–57–AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplanes that are certificated in any category and incorporate at least one 0513166 series plastic control wheel:

Model	Serial Nos.
150	17684 through 17999, 59001 through 59018 and 617.
150A	15059019 through 15059350 and 628.
150B	15059351 through 15059700.
150C	15060088 through 15060772.
172A	46755 through 47746; 622 and 625.
172B	17247747 through 17248734 and 630.
172C	17248735 through 17249544.
172D	17249545 through 17250572.
172E	17259573 through 17250872 and 639.
P172	P17257120 through P17257188.
175A	56239 through 56777 and 619.
175B	17556778 through 17557002.
175C	17557003 through 17557119.
180C	50662 through 50911 and 624.
180D	18050912 through 18051063.
180E	18051064 through 18051183.
180F	18051184 through 18051312.
180G	18051313 through 18051329.
182C	52359 through 53007 and 631.
182D	18253008 through 18253598 and 51623.
182E	18253599 through 18254423.
182F	18254424 through 18255058.
182G	18255059 through 18255113.
185	185–0001 through 185–0237 and 632.
185A	185–0238 through 185–0512.
185B	185–0513 through 185–0653.
185C	185–0654 through 185–0663.
206	206–0001 through 206–0062.
210	57001 through 57575 and 618.
210A	21057576 through 21057840 and 616.
210B	21057841 through 21058085.
210C	21058086 through 21058220.
210D	21058221 through 21058240.
210–5 (205)	205–0001 through 205–0480 and 641.
210–5A (205A)	205–0481 through 205–0520.
336	336–0001 through 336–0195.

Note 1: Serial numbers 616 through 619, 622, 624, 625, 628, 630 through 632, 639, 641, and 51623 are engineering-fabricated prototype airplanes that were used for prototypes and then sold. These airplanes carry unique serial numbers that are not in sequence with other airplane serial numbers.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct cracked or defective control wheels, which could result in loss of control of the airplane during takeoff, landing, or ground operations.

(d) *What must I do to address this problem?* To address this problem, you must do the following actions:

Actions	Compliance times	Procedures
(1) Check your maintenance records to determine whether this AD applies to your airplane by doing the following: (i) Check the maintenance records to determine whether a 0513166 series plastic control wheel is installed. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records. (ii) If, by checking the maintenance records, the pilot can positively show that no 0513166 series plastic control wheels are installed, then the inspection, testing, and replacement requirements of this AD do not apply. The AD is complied with after you make an entry into the aircraft records that shows compliance with this portion of the AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).	Required within 100 hours time-in-service (TIS) after the effective date of this AD.	No special procedures required to check the maintenance records.
(2) For any affected airplane where at least one 0513166 series plastic control wheel is installed, do the following: (i) Inspect each control wheel for cracks; and (ii) Conduct a pull test on each control wheel	Before further flight after the maintenance records check or within 100 hour TIS after the effective date of this AD, and reinspect afterward at intervals not to exceed 12 months until all control wheels are replaced with FAA-approved control wheels that are not 0513166 series plastic control wheels.	Do this following the instructions of Cessna Service Letter No. 64–8, dated February 14, 1964.
(3) Replace any cracked control wheel or any control wheel that does not pass any pull test, with an FAA-approved control wheel that is not a 0513166 series plastic control wheel.	Do this replacement before further flight after the inspection where the cracked or failed control wheel is found.	Do the replacements following the instructions in the applicable maintenance or service manual.
(4) Do not install, on any affected airplane, a 0513166 series plastic control wheel.	As of the effective date of this AD	Not Applicable.
(5) You may replace all control wheels with wheels that are not part number 0513166, as terminating action for the repetitive inspection and test requirement of this AD.	You may replace all control wheels at any time, except for those control wheels that are cracked or do not pass a pull test. Such wheels must be replaced prior to further flight, as required by paragraph (d)(3) of this AD.	Do the replacements following the instructions in the applicable maintenance or service manual.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Send your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, 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 request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. You should include in the request an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Eual Conditt, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946–4128; facsimile: (316) 946–4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *How do I get copies of the documents referenced in this AD?* You may get the service information referenced in the AD from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; or you may examine this document at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on January 11, 2001.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01–1665 Filed 1–19–01; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 1

[Docket No. 00N–1633]

RIN 0910-AB95

Marking Requirements for and Prohibitions on the Reimportation of Imported Food Products That Have Been Refused Admission into the United States

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule.

SUMMARY: The Food and Drug Administration (FDA) is proposing to amend the food import regulations to require food products which, for safety reasons, are refused entry into the United States to be marked ''UNITED STATES REFUSED ENTRY.'' The proposed rule would also prohibit persons from refusing to affix this mark on refused food, from importing or