

peanuts slowed. For that reason, on April 22, 1986, the policy was changed to a minimum price of \$400 per ton and this level has remained in effect for 12 consecutive years.

A world price method of establishing the minimum export edible sales price could be ideal for capturing the effects of change in supply and demand in the world market. However, a lack of data for calculating world prices could limit USDA's ability to accurately capture the world price.

Comments on absolute levels for the minimum export sales price and the method of calculating the price are being sought. Comments should address whether USDA should continue to announce an absolute number, or should a formula be used, or should an absolute number be used in combination with a formula. If a formula is recommended, comments should address what components should be included and how should the components be weighed.

Following the receipt of comments, a proposed rule for the 1998 crop and for subsequent crops, if deemed appropriate, will be issued which will allow for additional comment.

Comments are sought in particular on the following questions:

(1) Should the minimum CCC sales price for additional peanuts to be sold from the price support loan inventory for export edible use from the 1998 and future crops be changed?

(2) Should the \$400 per st level that has been in effect since 1986 be changed?

(3) Should USDA switch to a formula to determine the minimum price for additional loan peanuts sold for export edible use?

(4) Should the formula be based on a set percentage of the weighted average contract price for additional peanuts for the current year?

(5) Should the formula be based on a set percentage of the world price of peanuts converted to a "Farmer Stock Basis"?

(6) Should a formula and absolute number both be used for setting the export edible sales price?

(7) Should the formula be based on a combination of contract prices and the world price for peanuts, and if so, what weight should contract additional prices and world peanut prices be given in the formula?

Signed at Washington, DC, on August 7, 1997.

Bruce R. Weber,

Acting Executive Vice President, Commodity Credit Corporation.

[FR Doc. 97-21795 Filed 8-15-97; 8:45 am]

BILLING CODE 3410-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-34-AD]

RIN 2120-AA64

Airworthiness Directives; Aerospace Technologies of Australia Pty Ltd. (Formerly Government Aircraft Factory) Models N22B, N22S, and N24A 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 Aerospace Technologies of Australia Pty Ltd. (ASTA) Models N22B, N22S, and N24A airplanes. The proposed action would require repetitively inspecting the aft wing break connectors for arcing damage, deposits between contacts, and looseness of contacts; and removing deposits between contacts, tightening any loose contacts, and replacing any aft wing break connectors with arcing damage. The proposed AD results from several reports of uncommanded flap extensions and displays of incorrect stall warning indications on the affected airplanes. The actions specified by the proposed AD are intended to prevent contamination in the aft wing break connectors, which could result in uncommanded flap extensions and incorrect stall warning indications with consequent loss of airplane control.

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

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-CE-34-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 Aerospace Technologies of Australia Pty Ltd., ASTA DEFENCE, Private Bag No. 4, Beach Road Lara 3212, Victoria, Australia. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Ron Atmur, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone

(562) 627-5224; facsimile (562) 627-5210.

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. 97-CE-34-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. 97-CE-34-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Civil Aviation Safety Authority (CASA), which is the airworthiness authority for Australia, recently notified the FAA that an unsafe condition may exist on certain ASTA Models N22B, N22S, and N24A airplanes. The CASA reports several uncommanded flap extensions and displays of incorrect stall warning indications on the referenced airplanes. Contamination in the aft wing break connectors can cause such occurrences. These conditions, if not detected and corrected, could lead to loss of airplane control.

Applicable Service Information

ASTA has issued Nomad Service Bulletin (SB) ANMD-57-13, dated October 30, 1995. This SB includes procedures for inspecting the aft wing break connectors for arcing damage, deposits between contacts, and looseness of contacts; and removing deposits between contacts, tightening any loose contacts, and replacing any aft wing break connectors with arcing damage.

The CASA of Australia classified this service bulletin as mandatory and issued FCAA AD/GAF-N22/74, dated March 1996, in order to assure the continued airworthiness of these airplanes in Australia.

The FAA's Determination

This airplane model is manufactured in Australia and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CASA of Australia has kept the FAA informed of the situation described above. The FAA has examined the findings of the CASA of Australia; reviewed all available information, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other ASTA Models N22B, N22S, and N24A airplanes of the same type design that are registered in the United States, the FAA is proposing AD action. The proposed AD would require repetitively inspecting the aft wing break connectors for arcing damage, deposits between contacts, and looseness of contacts; and removing deposits between contacts, tightening any loose contacts, and replacing any aft wing break connectors with arcing damage.

Accomplishment of the proposed actions would be in accordance with Nomad SB ANMD-57-13, dated October 30, 1995.

Cost Impact

The FAA estimates that 15 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 workhour per airplane to accomplish the proposed initial inspection, and that the average labor rate is approximately \$60 an hour.

Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$900 or \$60 per airplane. This figure does not take into account the cost of repetitive inspections or the cost to replace any damaged aft wing break connectors. The FAA has no way of determining the number of repetitive inspections each operator would incur over the life of each affected airplane or the number of aft wing break connectors that may be found damaged during the inspections proposed by this action.

Regulatory Impact

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. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Aerospace Technologies of Australia PTY LTD: Docket No. 97-CE-34-AD.

Applicability: Models N22B, N22S, and N24A airplanes (all serial numbers), 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 (e) 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 in the body of this AD, unless already accomplished.

To prevent contamination in the aft wing break connectors, which could result in uncommanded flap extensions and incorrect stall warning indications with consequent loss of airplane control, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD and thereafter at intervals not to exceed 300 hours TIS, inspect the aft wing break connectors for arcing damage, deposits between contacts, and looseness of contacts. Accomplish these inspections in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Nomad Service Bulletin (SB) ANMD-57-13, dated October 30, 1995.

(b) If any deposits between contacts, loose contacts, or aft wing break connector arcing damage is found, prior to further flight, accomplish the following, as applicable, in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Nomad SB ANMD-57-13, dated October 30, 1995:

- (1) Remove any deposits between contacts;
- (2) Tighten any loose contacts; and
- (3) Replace any aft wing break connectors with arcing damage.

(c) The repetitive inspections specified in this AD are required even if deposit is removed between the aft wing break connector contacts; any aft wing break connector contacts are tightened; or any aft wing break connectors are replaced.

(d) 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.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, California 90712. The request

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]

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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?