

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.

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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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