

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