

## PART 381—POULTRY PRODUCTS INSPECTION REGULATIONS

1. The authority citation for part 381 would continue to read as follows:

**Authority:** 7 U.S.C. 138f; 7 U.S.C. 450; 21 U.S.C. 451-470; 7 CFR 2.18, 2.53.

2. Section 381.66 is amended by revising the first sentence of paragraph (b)(2); by revising the first and second sentences of paragraph (c)(2)(iv) and, in the last sentence of (c)(2)(iv), by removing the words "from salvage operations," and by replacing the word "carcasses" with the word "halves" to read as follows:

### § 381.66 Temperatures and chilling and freezing procedures.

\* \* \* \* \*

(b) \* \* \*

(2) Major portions of poultry carcasses, as defined in § 381.170(b)(22), and poultry carcasses shall be chilled to 40° F. or lower within the times specified below: \* \* \*

\* \* \* \* \*

(c) \* \* \*

(2) \* \* \*

(iv) Major portions of poultry carcasses, as defined in § 381.170(b)(22), may be chilled in water and ice, including chilling in continuous chillers. \* \* \*

\* \* \* \* \*

3. Paragraph (b)(22) is added to § 381.170 to read as follows:

### § 381.170 Standards for kinds and classes, and for cuts of raw poultry.

\* \* \* \* \*

(b) \* \* \*

(22) "Major portions" of eviscerated poultry carcasses are either carcasses from which parts may be missing, or the front or rear portions of transversely split carcasses.

Done at Washington, DC, on May 29, 1997.

**Thomas J. Billy,**  
*Administrator.*

[FR Doc. 97-14875 Filed 6-5-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-206-AD]

RIN 2120-AA64

### Airworthiness Directives; Boeing Model 767 Series Airplanes

**AGENCY:** Federal Aviation  
Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 767 series airplanes. The proposal would require replacement of the existing retaining bolt of the attendant seat lap belt with a new bolt and a washer. This proposal is prompted by a report indicating that, due to a missing washer, the belt end fittings of the double flight attendant seats can become loose. The actions specified by the proposed AD are intended to ensure that a washer between the bolt head and bushing is installed. A missing washer could allow movement of the belt end fittings, which can cause the restraint belts to release and, consequently, result in injury to the flight attendants.

**DATES:** Comments must be received by July 17, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-206-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Monica Nemecek, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227-2773; fax (425) 227-1181.

#### 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 shall 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 summarizing 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 Number 96-NM-206-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-206-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### Discussion

The FAA has received a report indicating that, on certain Boeing Model 767 series airplanes, the restraint anchor configuration is incorrect for the lap restraint belts of the double flight attendant seats that are wall mounted. Investigation revealed that certain types of restraint belts do not have a washer between the bolt head and bushing as part of the anchor configuration. Without the washer, movement of the belt end fittings can cause the restraint belts to release. This condition, if not corrected, could result in injury to the flight attendants.

##### Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Service Bulletin 767-25-0217, dated January 13, 1994, which describes procedures for replacement of the existing retaining bolt of the attendant seat lap belt with a new bolt and a washer. Accomplishment of these actions will ensure that the restraint belts of the double flight attendant seats that are wall mounted cannot inadvertently come loose from the end fittings.

##### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, for certain airplanes, the proposed AD would require

replacement of the existing retaining bolt of the attendant seat lap belt with a new bolt and a washer. The actions would be required to be accomplished in accordance with the service bulletin described previously.

#### Cost Impact

There are approximately 55 double flight attendant seats installed on 35 Boeing Model 767 series airplanes of the affected design in the worldwide fleet. Each of these airplanes has 1 or 2 seats. The FAA estimates that 40 double flight attendant seats installed on 20 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per seat to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$1 per seat. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$61 per seat.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

#### 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 proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the 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 is contained 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 the following new airworthiness directive:

**Boeing:** Docket 96-NM-206-AD.

**Applicability:** Model 767 series airplanes, as listed in Boeing Service Bulletin 767-25-0217, dated January 13, 1994; equipped with a seat base assembly having part number 414T2025; certificated in any category:

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 ensure that a washer between the bolt head and bushing is installed in the restraint anchor configuration of the double flight attendants seats that are wall mounted, accomplish the following:

(a) Within 90 days after the effective date of this AD, replace the existing retaining bolt of the attendant seat lap belt with a new bolt and a washer, in accordance with Boeing Service Bulletin 767-25-0217, dated January 13, 1994.

(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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(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.

Issued in Renton, Washington, on May 30, 1997.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-50-AD]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 767-200 and -300 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 767-200 and -300 series airplanes. This proposal would require a one-time inspection for worn or broken wire bundles in the ceiling above the main passenger door and repair, if necessary; and relocation of the wire bundles to prevent chafing. This proposal is prompted by a report indicating that the opening of the main passenger door caused the door liner and a ceiling panel to chafe and ultimately break a wire installed in this area. The actions specified by the proposed AD are intended to prevent these wires from becoming worn or breaking, which could lead to the failure of several systems, such as the fuel shutoff valves that allow the flight crew to stop the flow of fuel in the event of an engine fire.

**DATES:** Comments must be received by July 17, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-50-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be