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Dated: September 27, 1995.

Lon Hatamiya,

Administrator.

[FR Doc. 95-25122 Filed 10-12-95; 8:45 am]

BILLING CODE 3410-02-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-117-AD]

Airworthiness Directives; Boeing Model 737-300, -400, and -500 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 737-300, -400, and -500 series airplanes. This proposal would require inspection for damage of a wire bundle and clamp that are located in the electronic/electrical (E/E) equipment bay, and repair of any damaged wire bundle or clamp. This proposal also would require replacement of the existing steel clamp with a nylon clamp, and rearrangement of the clamp installation. This proposal is prompted by a report of fire in the E/E equipment bay due to electrical arcing caused by chafing of a wire bundle. The actions specified by the proposed AD are intended to prevent chafing of a wire bundle that could cause short circuiting of the wire bundle, and could result in smoke and fire in the E/E equipment bay.

DATES: Comments must be received by December 11, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103,

Attention: Rules Docket No. 95-NM-117-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: Stephen Oshiro, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2793; fax (206) 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 95-NM-117-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.

95-NM-117-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has received a report indicating that six circuit breakers tripped during a flight of a Boeing Model 737-300 series airplanes, and that shortly after landing, maintenance personnel discovered smoke and flames coming from the insulation blanket at the left side of the electronic/electrical (E/E) equipment bay. Investigation revealed the source of ignition to be electrical arcing caused by chafing of a wire bundle by a wire bundle clamp at body station (BS) 360, water line (WL) 200, left buttock line (LBL) 55. Tension in the wire bundle caused deformation of the rubber cushioning material surrounding the metal portion of the clamp. Short circuiting and the resultant electrical arcing occurred when the metal portion of the clamp chafed through the insulation on the wires. Further investigation revealed that the wire bundle had been incorrectly routed and improperly clamped at the time of original manufacture. Improper clamping of the wire bundle resulted from the use of a rubber cushioned metal clamp instead of the nylon clamp specified by the design data. These conditions, if not corrected, could cause a fire and smoke in the E/E equipment bay, as a result of short circuiting of the wire bundle.

The FAA has reviewed Boeing Service Letter 737-SL-24-106, dated March 10, 1995, which describes procedures for performing a visual inspection for damage of the wire bundle and the clamp that contains the wire bundle in the E/E equipment bay, and repair, if necessary. Additionally, the service letter describes procedures to reclamp wire bundle W2132 (or W0132) by removing the rubber cushioned steel clamp and installing a nylon clamp on the aft side of the existing nut and bolt hole at BS 360, WL 203, LBL 57. The service letter also describes procedures for installing the clamps in a new arrangement as a precaution to prevent contact at the crossover point between wire bundle W2132 (or W0132) and W0142, the power feed wire bundle.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require a visual inspection for damage of the wire bundle and clamp in the E/E equipment bay, and repair, if necessary. Additionally, the proposed AD would require replacement of the rubber cushioned steel clamp with a nylon clamp, and the installation of additional clamps to prevent contact

between W2132 (or W0132) and power feeder wire bundle W0142. These actions would be required to be accomplished in accordance with the service letter described previously.

Operators should note that replacement of the steel clamp with the nylon clamp and the installation of additional clamps to prevent contact between W2132 (or W0132) and power feeder wire bundle W0142 are specified as "recommended actions" in the referenced Boeing service letter. However, this proposed rule would mandate accomplishment of those actions. The FAA finds that those actions must be accomplished in order to provide an adequate level of safety for the affected fleet. The FAA has determined that, in cases where certain known unsafe conditions exist, and where actions to detect and correct that unsafe condition can be readily accomplished, those actions must be required.

The proposed AD also would require that operators submit a report of any damage found during the inspection that would be required by this proposed AD. The information obtained from these reports will enable the FAA to determine how widespread any damage is in the fleet.

There are approximately 620 Model 737-300, -400, and -500 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 195 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$25 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$16,575, or \$85 per airplane.

The total 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.

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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

Boeing: Docket 95-NM-117-AD.

Applicability: Model 737-300, -400, and -500 series airplanes, as listed in Boeing Service Letter 737-SL-24-106, dated March 10, 1995; 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 use the authority provided in paragraph (c) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent short circuiting of a wire bundle located in the electrical/electronics

(E/E) equipment bay, which could result in smoke and fire, accomplish the following:

(a) Within 12 months after the effective date of this AD, accomplish the requirements of paragraphs (a)(1), (a)(2), and (a)(3), of this AD in accordance with Boeing Service Letter 737-SL-24-106, dated March 10, 1995.

(1) Perform a visual inspection for damage of the wire bundle and clamps in the E/E compartment. If any damage is detected, prior to further flight, repair in accordance with the service letter.

(2) Reclamp wire bundle W2132 (or W0132) by removing the steel cushioned clamp and installing nylon clamp on the aft side of the existing nut and bolt hole at body station (BS) 360, water line (WL) 203, left buttock line (LBL) 57, in accordance with the service letter.

(3) Install additional clamps to wire bundles W2132 (or W0132) and power feeder wire bundle W0142, in accordance with the service letter.

(b) Within 10 days after detecting any damage to the wire bundle or clamp as a result of the inspection required by paragraph (a) of this AD, submit a report of the damage findings to the FAA, Transport Airplane Directorate, Seattle Manufacturing Inspection District Office (MIDO), Attention: George Carter, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 237-6229; fax (206) 965-0264.

Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(c) 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.

(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.

Issued in Renton, Washington, on October 6, 1995.

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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