

evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-34-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will 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 final rule does 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

96-05-05 Airbus: Amendment 39-9531.
Docket 96-NM-34-AD.

Applicability: Model A330-301, -321, -322, -341, and -342 series airplanes; and Model A340-211, -212, -311, and -312 series airplanes; on which Airbus Modification No. 42724 or its production equivalent has not been installed; 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 prevent the loss of hydraulic fluid to the extent that a complete failure of the associated hydraulic system could occur, accomplish the following:

(a) Within 18 months after the effective date of this AD, replace the inlet filter in each of the 12 spoiler servo-controls located at surface position 1 through 6 (left-hand and right-hand), inclusive, and secure with lockwire, in accordance with either Airbus Service Bulletin A330-27-3034 (for Model A330 series airplanes) or Airbus Service Bulletin A340-27-4041 (for Model A340 series airplanes), both dated June 21, 1995, as applicable.

(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, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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.

(d) The actions shall be done in accordance with Airbus Service Bulletin A330-27-3034 (for Model A330 series airplanes), dated June 21, 1995; or Airbus Service Bulletin A340-27-4041 (for Model A340 series airplanes), dated June 21, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on March 22, 1996.

Issued in Renton, Washington, on February 28, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-5079 Filed 3-6-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-37-AD; Amendment 39-9530; AD 96-05-04]

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD-11 series airplanes. This action requires the installation of a control cable guard to separate the flight control cables from the electrical wiring of the aft left cabin attendant console. This amendment is prompted by reports of burnt electrical wire cable in the cabin attendant console that was caused by chafing of the wire cable against certain flight control cables. The actions specified in this AD are intended to prevent chafing of these wire cables, which could result in a fire hazard or damage to critical flight control cables.

DATES: Effective March 22, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 22, 1996.

Comments for inclusion in the Rules Docket must be received on or before May 6, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-37-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Brett Portwood, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5347; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: The FAA has received a report from an operator of McDonnell Douglas Model MD-11 series airplanes, indicating that a burnt electrical wire cable was found in the cabin attendant's console located at door 4 left. Investigation has revealed that the electrical wiring of the cabin attendant console was damaged due to intermittent rubbing (chafing) between the wiring and one or both of the control cables of the rudder and horizontal stabilizer. This condition, if not corrected, could result in a wiring short, which could lead to a fire. It also could result in damage to the control cable of the rudder or the horizontal stabilizer. Further, it could result in damage to and disabling of the evacuation warning system signaling system (EVAC).

McDonnell Douglas has issued Service Bulletin MD11-27-051, dated December 9, 1995, which describes procedures for installing a guard to separate the flight control cables from the electrical wiring of the aft left cabin attendant console. Installation of this guard will prevent the rubbing (chafing) condition and will minimize the possibility of a wiring short.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent chafing of the electrical wire cables in the aft left cabin attendant

console against the flight control cables, which could lead to a fire hazard or damage to the control cables of the rudder or the horizontal stabilizer. This AD requires installation of a guard to separate the flight control cables and the electrical wiring of the aft left cabin attendant console. This action is required to be accomplished in accordance with the service bulletin described previously.

None of the Model MD-11 series airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 2 work hours to accomplish the required actions, at an average labor charge of \$60 per work hour. Required parts would cost approximately \$1,534 per airplane. Based on these figures, the cost impact of this AD would be \$1,654 per airplane.

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic,

environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-37-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will 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 final rule does 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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

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Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

96-05-04 McDonnell Douglas: Amendment 39-9530. Docket 96-NM-37-AD.

Applicability: Model MD-11 series airplanes, having manufacturer's Fuselage Number 0458, 0459, 0460, 0463, 0464, 0465, 0472, 0473, 0477, 0484, 0487, 0494, 0498, 0502, 0509, 0533, 0570, and 0571; 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 prevent chafing of the electrical wiring of the aft left cabin attendant console, which could lead to a potential fire hazard or damage to critical flight control cables, accomplish the following:

(a) Within 60 days after the effective date of this AD, install a control cable guard in accordance with McDonnell Douglas Service Bulletin MD11-27-051, dated December 19, 1995.

(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, Los Angeles 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, 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.

(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.

(d) The installation shall be done in accordance with McDonnell Douglas Service

Bulletin MD11-27-051, dated December 19, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on March 22, 1996.

Issued in Renton, Washington, on February 28, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-5080 Filed 3-6-96; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 123 and 1240

[Docket No. 93N-0195]

Procedures for the Safe and Sanitary Processing and Importing of Fish and Fishery Products; Notice of Public Meetings

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice of public meetings.

SUMMARY: The Food and Drug Administration (FDA) is announcing that it is sponsoring five public meetings that are intended to promote understanding and implementation of FDA's final rule, titled "Procedures for the Safe and Sanitary Processing and Importing of Fish and Fishery Products," that published in the Federal Register on December 18, 1995. That final rule requires that domestic seafood processors and foreign processors who import seafood into the United States

establish hazard analysis critical control point (HACCP) systems to ensure the safety of their products. U.S. importers must take steps to help verify that their foreign suppliers are operating such systems. FDA is arranging these meetings in response to significant public interest, both domestic and foreign, in the requirements of the regulations, as well as in implementation strategies before its effective date of December 18, 1997.

DATES: See Table 1 in the "Supplementary Information" section of this document.

ADDRESSES: See Table 1 in the "Supplementary Information" section of this document.

FOR FURTHER INFORMATION CONTACT: Ellen D. Nesheim (or the local contact person listed in Table 2 in the "Supplementary Information" section of this document) Office of Seafood, Center for Food Safety and Applied Nutrition (HFS-417), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-418-3175.

SUPPLEMENTARY INFORMATION: On December 18, 1995, the Department of Health and Human Services published final regulations for the purpose of further ensuring the safety of seafood for United States consumers. The new regulations require that seafood processors use science-based, state-of-the-art preventive controls known as HACCP, to keep unsafe fish and fishery products from reaching consumers. The key components of the system are identification of potential problems that could make seafood hazardous; establishment and monitoring of targeted control points to minimize identified safety hazards and risks; and keeping a record of the results. HACCP recordkeeping will enable regulators to monitor product safety more effectively. FDA is arranging these meetings in response to significant public interest in the requirements of the regulations and FDA's implementation plans and expectations.

The meetings will be held at the addresses and on the dates listed below in Table 1.

TABLE 1

Meeting Address	Date and Time
The Hynes Convention Center rm. 100, 900 Boylston St., Boston, MA	March 13, 1996 Wednesday 1 pm to 4:30 pm
Sheraton Inner Harbor Hotel, 300 South Charles St., Baltimore, MD	March 20, 1996 Wednesday 1 pm to 4:30 pm
Sheraton Grand Hotel—West Shore Ballroom East, 4860 Kennedy Blvd., Tampa, FL.	March 28, 1996 Thursday 1 pm to 4:30 pm
Canal Place Shopping Mall, 3d Floor in the Cinema, 100 Rue Iberville, New Orleans, LA.	June 10, 1996 Monday 1 pm to 4:30 pm
Jackson Federal Building Auditorium, 915 2d Ave., North Seattle, WA ..	June 13, 1996 Thursday 1 pm to 4:30 pm