

(b) The commodity committee shall be informed immediately of any such regulation issued by the Secretary, and the commodity committee shall promptly give notice thereof to handlers.

*Proposal Number 14*

31. Add a sentence at the end of paragraph (d) of § 917.35 to read as follows:

**§ 917.35 Powers and duties of each commodity committee.**

\* \* \* \* \*

(d) \* \* \* To establish subcommittees to aid the Peach Commodity Committee in the performance of its duties under this part as may be deemed advisable.

\* \* \* \* \*

*Proposal Number 15*

Make such changes as may be necessary to the order to conform with any amendment thereto that may result from the hearing.

Dated: January 25, 2005.

**Kenneth Clayton,**

*Acting Administrator, Agricultural Marketing Service.*

[FR Doc. 05-1614 Filed 1-27-05; 8:45 am]

**BILLING CODE 3410-02-P**

**DEPARTMENT OF AGRICULTURE  
Food Safety and Inspection Service**

**9 CFR Ch. III**

[Docket No. 04-040N]

**Regulatory Flexibility Act; Amended Plan for Reviewing Regulations Under Section 610 Requirements**

**AGENCY:** Food Safety and Inspection Service (FSIS), USDA.

**ACTION:** Schedule of regulations to be reviewed under section 610 requirements of the Regulatory Flexibility Act; amended.

**SUMMARY:** The Food Safety and Inspection Service (FSIS) is publishing an amended scheduling plan for reviewing regulations under Section 610 of the Regulatory Flexibility Act, as amended. These provisions require that all Federal agencies review existing regulations that have a significant economic impact on a substantial number of small entities to determine whether the associated impact can be minimized.

**FOR FURTHER INFORMATION CONTACT:** For further information contact Dr. Quita Bowman Blackwell, Director, Directives and Economic Analysis Staff, FSIS, U.S. Department of Agriculture, 300 12th Street, SW, Room 112, Washington, DC 20250-3700, (202) 720-5627.

**SUPPLEMENTARY INFORMATION:**

**Background**

Section 610 of the Regulatory Flexibility Act (RFA), as amended (5 U.S.C. 601-612), requires that all

Federal agencies review any regulations that have been identified as having a significant economic impact upon a substantial number of small entities as a means to determine whether the associated impact can be minimized by considering the following factors: (1) The continued need for the rule; (2) the nature of the complaints or comments received concerning the rule from the public; (3) the complexity of the rule; (4) the extent to which the rule overlaps, duplicates, or conflicts with other Federal rules; and (5) the length of time since the rule has been initially evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the rule.

On April 2, 2002, FSIS published in the **Federal Register** (67 FR 15501) a scheduling plan for reviewing regulations under the 610 provisions. At that point, the Agency had determined to review all rules deemed economically significant, regardless of whether the Agency had stated that the rule would impose a significant economic impact on a substantial number of small entities or not. After further consideration, FSIS now believes that it would be more effective and beneficial if the Agency concentrated its reviews under Section 610 of the RFA on those final and interim final rules that the Agency has identified as having a significant economic impact on a substantial number of small entities.

Accordingly, FSIS has amended its plan for reviewing the Agency rules that it has identified as having a significant economic impact on a substantial number of small entities.

**SCHEDULE OF FSIS' REGULATIONS IDENTIFIED FOR REVIEW UNDER THE RFA'S 610 PROVISIONS**

CFR parts affected and legal authority	Regulation title	Publication citation and date	Review date
9 CFR 304, 308, 310, 320, 327, 381, 416, 417; 21 U.S.C. 451-470, 601-695; 7 CFR 2.18, 2.53.	Pathogen Reduction; Hazard Analysis and Critical Control Point (HACCP) Systems.	61 FR 38806; July 25, 1996.	2005
9 CFR 430; 7 U.S.C. 450; 7 U.S.C. 1901-1906; 21 U.S.C. 451-470, 601-695; 7 CFR 2.18, 2.53.	Control of <i>Listeria monocytogenes</i> in Ready-to-Eat Meat and Poultry Products.	68 FR 34208; June 6, 2003.	2007
9 CFR 309, 310, 311, 318, 319; 21 U.S.C. 601-695; 7 U.S.C. 138f, 450, 1901-1906; 7 CFR 2.17, 2.18, 2.53, 2.55.	Prohibition of the Use of Specified Risk Materials for Human Food and Requirements for the Disposition of Non-Ambulatory Disabled Cattle.	69 FR 1862; January 12, 2004.	2008
9 CFR 301, 318, 320; 21 U.S.C. 601-695; 7 U.S.C. 138f, 450, 1901-1906; 7 CFR 2.7, 2.18, 2.53.	Meat Produced by Advanced Meat/Bone Separation Machinery and Meat Recovery (AMR) Systems.	69 FR 1874; January 12, 2004.	2009

**Additional Public Notification**

Public awareness of all segments of rulemaking and policy development is important. Consequently, in an effort to ensure that the public and in particular minorities, women, and persons with disabilities, are aware of this notice, FSIS will announce it on-line through

the FSIS Web page located at <http://www.fsis.usda.gov>.

FSIS also will make copies of this **Federal Register** publication available through the FSIS Constituent Update, which is used to provide information regarding FSIS policies, procedures, regulations, **Federal Register** notices,

FSIS public meetings, recalls, and other types of information that could affect or would be of interest to our constituents and stakeholders. The update is communicated via Listserv, a free e-mail subscription service consisting of industry, trade, and farm groups, consumer interest groups, allied health

professionals, scientific professionals, and other individuals who have requested to be included.

The update also is available on the FSIS web page. Through Listserv and the web page, FSIS is able to provide information to a much broader, more diverse audience.

Done at Washington, DC, on January 24, 2005.

**Barbara J. Masters,**  
Acting Administrator.

[FR Doc. 05-1613 Filed 1-27-05; 8:45 am]

BILLING CODE 3410-DM-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2005-20136; Directorate Identifier 2004-NM-185-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Boeing Model 747-200B, -200C, -200F, and -400F Series Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

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

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for certain Boeing Model 747 series airplanes. This proposed AD would require repetitive detailed inspections for cracks in the crease beam and adjacent structure of the fuselage, and related investigative and corrective actions if necessary. This proposed AD is prompted by fatigue cracks found in the crease beam during a follow-on inspection of a previously installed modification. We are proposing this AD to find and fix fatigue cracking of the fuselage frame, which could result in reduced structural integrity of the frame and consequent rapid decompression of the airplane.

**DATES:** We must receive comments on this proposed AD by March 14, 2005.

**ADDRESSES:** Use one of the following addresses to submit comments on this proposed AD.

- *DOT Docket Web site:* Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 400

Seventh Street, SW., Nassif Building, room PL-401, Washington, DC 20590.

- *By fax:* (202) 493-2251.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207.

**FOR FURTHER INFORMATION CONTACT:**

*Technical Information:* Nick Kusz, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6432; fax (425) 917-6590.

**SUPPLEMENTARY INFORMATION:**

#### **Docket Management System (DMS)**

The FAA has implemented new procedures for maintaining AD dockets electronically. As of May 17, 2004, new AD actions are posted on DMS and assigned a docket number. We track each action and assign a corresponding directorate identifier. The DMS AD docket number is in the form "Docket No. FAA-2005-99999." The Transport Airplane Directorate identifier is in the form "Directorate Identifier 2005-NM-999-AD." Each DMS AD docket also lists the directorate identifier ("Old Docket Number") as a cross-reference for searching purposes.

#### **Comments Invited**

We invite you to submit any relevant written data, views, or arguments regarding this proposed AD. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2005-20136; Directorate Identifier 2004-NM-185-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments submitted by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of that Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association,

business, labor union, etc.). You can review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you can visit <http://dms.dot.gov>.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications that affect you. You can get more information about plain language at <http://www.faa.gov/language> and <http://www.plainlanguage.gov>.

#### **Examining the Docket**

You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the DOT street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after the DMS receives them.

#### **Discussion**

We have received a report indicating that cracking was found on a 747-200 series airplane during a follow-on inspection of a previously installed modification of the crease beam of the fuselage. The cracking is attributed to fatigue due to cabin pressurization cyclic loading. This condition, if not corrected, could result in reduced structural integrity of the fuselage frame and consequent rapid decompression of the airplane.

The crease beam of the fuselage on certain Model 747-200B, -200C, -200F, and -400F series airplanes is identical to that on the affected Model 747-200 series airplane. Therefore, all of these models may be subject to the same unsafe condition.

#### **Other Related Rulemaking**

On October 26, 1989, we issued AD 89-08-03 R1, amendment 39-6389 (54 FR 46367, November 3, 1989), applicable to certain Boeing Model 747 series airplanes, (line numbers 66 through 603 inclusive). That AD requires inspections for cracks of the fuselage between body station (BS) 940 and BS 1000, the body crown crease beam, and the intercostal structure; and repair if necessary. The newly reported fatigue cracking of the crease beam and adjacent structure of the fuselage that prompted this new proposed AD occurred at approximately 10,000 flight