

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by August 9, 2024.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 737–300, –400, and –800 series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 737–25A1873 RB, dated August 25, 2023; or Boeing Alert Requirements Bulletin 737–25A1876 RB, dated September 1, 2023; as applicable.

**(d) Subject**

Air Transport Association (ATA) of America Code 25, Equipment/furnishings.

**(e) Unsafe Condition**

This AD was prompted by a report that the protective spiral wrap used on certain galley wire bundles does not have the correct flammability properties and may not self-extinguish. The unsafe condition, if not addressed, could result in electrical arcing or sparking, ignition of the spiral wire wrapping, and smoke and/or fire in the flight compartment, leading to loss of continued safe flight and landing.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Required Actions**

(1) For Model 737–300 and –400 series airplanes: Except as specified by paragraph (h)(1) of this AD, at the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 737–25A1873 RB, dated August 25, 2023, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737–25A1873 RB, dated August 25, 2023.

**Note 1 to paragraph (g)(1):** Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737–25A1873, dated August 25, 2023, which is referred to in Boeing Alert Requirements Bulletin 737–25A1873 RB, dated August 25, 2023.

(2) For Model 737–800 series airplanes: Except as specified by paragraph (h)(2) of this AD, at the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 737–25A1876 RB, dated September 1, 2023, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737–25A1876 RB, dated September 1, 2023.

**Note 2 to paragraph (g)(2):** Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737–25A1876, dated September 1, 2023, which is referred to in Boeing Alert Requirements Bulletin 737–25A1876 RB, dated September 1, 2023.

**(h) Exceptions to Service Information Specifications**

(1) Where the Compliance Time columns of the tables in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 737–25A1873 RB, dated August 25, 2023, refer to the original issue date of Requirements Bulletin 737–25A1873 RB, this AD requires using the effective date of this AD.

(2) Where the Compliance Time columns of the tables in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 737–25A1876 RB, dated September 1, 2023, refer to the original issue date of Requirements Bulletin 737–25A1876 RB, this AD requires using the effective date of this AD.

**(i) Parts Installation Prohibition**

As of the effective date of this AD, no person may install a galley wire bundle spiral wrap made of polyethylene with self-wrapping sleeve on any airplane.

**(j) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, AIR–520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k)(1) of this AD. Information may be emailed to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR–520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

**(k) Related Information**

(1) For more information about this AD, contact Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3584; email: [julie.linn@faa.gov](mailto:julie.linn@faa.gov).

(2) Service information identified in this AD that is not incorporated by reference is available at the address specified in paragraph (l)(3) of this AD.

**(l) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 737–25A1873 RB, dated August 25, 2023.

(ii) Boeing Alert Requirements Bulletin 737–25A1876 RB, dated September 1, 2023.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website [myboeingfleet.com](http://myboeingfleet.com).

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on June 14, 2024.

**Peter A. White,**

*Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2024–13490 Filed 6–21–24; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****33 CFR Part 100**

**[Docket Number USCG–2024–0376]**

**RIN 1625–AA08**

**Special Local Regulation; San Jacinto River, Houston, TX**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to establish special local regulations to provide for the safety of life on certain waters of the San Jacinto River, in Houston, TX. These regulations would be enforced during a high-speed boat race every first weekend in March. This proposed rulemaking would prohibit persons and vessels from being in the regulated area unless authorized by the Captain of the Port Houston-Galveston or Patrol Commander. We invite your comments on this proposed rulemaking. **DATES:** Comments and related material must be received by the Coast Guard on or before July 28, 2024.

**ADDRESSES:** You may submit comments identified by docket number USCG–2024–0376 using the Federal Decision-Making Portal at <https://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the

**SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rulemaking, call or email Lieutenant Junior Grade Jack Brunswick, Sector Houston-Galveston Waterways Management Division, U.S. Coast Guard; telephone 713-398-5823, email [houstonwww@uscg.mil](mailto:houstonwww@uscg.mil).

#### **SUPPLEMENTARY INFORMATION:**

#### **I. Table of Abbreviations**

CFR Code of Federal Regulations  
DHS Department of Homeland Security  
FR Federal Register  
NPRM Notice of proposed rulemaking  
§ Section  
U.S.C. United States Code

#### **II. Background, Purpose, and Legal Basis**

On April 28, 2024, an organization notified the Coast Guard that it will be conducting their high-speed boat race from 8 a.m. to 6 p.m. on the first or second Saturday in March, annually. The boat race is to be held in the navigable waters of San Jacinto River, Houston, TX. The Captain of the Port Houston-Galveston (COTP) has determined that potential hazards associated with the power boat race will be a safety concern for anyone within the Pre-Stage Zone, Approach Zone, Course Run Zone, and Shut-Down Zone before, during, and after the scheduled event. This proposed rule would add a recurring marine event requiring a special local regulation to Table 3 of 33 CFR 100.801—Sector Houston-Galveston Annual and Recurring Marine Events.

The purpose of this rulemaking is to protect personnel, vessels, and the marine environment in the navigable waters within the Pre-Stage Zone, Approach Zone, Course Run Zone, and Shut-Down Zone before, during, and after the power boat race in San Jacinto River, Houston, TX. The Coast Guard is proposing this rulemaking under authority in 46 U.S.C. 70041.

#### **III. Discussion of Proposed Rule**

Part 100 of title 33 of the CFR contains regulations describing marine events conducted on the U.S. navigable waters in order to ensure the safety of life in the regulated areas. Section 100.801 of the title provides the regulations applicable to events taking place in the Eighth Coast Guard District and also provides tables listing each event and special local regulations. This

section requires amendment from time to time to properly reflect recurring special local regulations.

This proposed rule would update section 100.801, Table 3 titled “Sector Houston-Galveston Annual and Recurring Marine Events.” Specifically, the COTP is proposing to establish a special local regulation in the navigable waters of San Jacinto River, Houston, TX from 8 a.m. to 6 p.m. on the first or second Saturday in March each year to restrict general navigation during an annually recurring high-speed boat race for safety purposes. The special local regulation will encompass five different zones to include the Pre-Stage Zone, Approach Zone, Course Run Zone, Shut-Down Zone, and the Spectator Zone as described below:

**Pre-Stage Zone:** This is the pre-staging area for participating vessels to line up. It will include all waters within 150 ft of 29°53′29.0148″ N, 095°06′39.4416″ W.

**Approach Zone:** 200 ft distance required for participating vessels to obtain the minimum 40 mph requirement for course entry. This will be a straight line to begin at approximately 29°53′27.3″ N, 95°06′42.6″ W and end at approximately 29°53′27.6″ N, 95°06′40.0″ W.

**Course Run Zone:** 600 ft distance where participating vessels will conduct their high-speed run. This will be a straight line to begin at approximately 29°53′27.6″ N, 95°06′40.0″ W and end at approximately 29°53′30.0″ N, 95°06′34.7″ W.

**Shut-Down Zone:** 900 ft distance where participating vessels will be allowed to slow their speeds back to an idle. This will be a straight line to begin at approximately 29°53′30.0″ N, 95°06′34.7″ W and end at approximately 29°53′34.3″ N, 95°06′24.1″ W.

**Spectator Zone:** All vessels that will be viewing the event will be required to stay within a designated area. The sponsor is responsible for monitoring the spectator zone and ensuring that all vessels within the area are anchored and remain in the area during all ongoing high-speed runs. The following coordinates are the approximate location of the Spectator Zone: 29°53′29.4″ N, 95°06′39.8″ W, thence to 29°53′28.5″ N, 95°06′39.6″ W, thence to 29°53′29.7″ N, 95°06′36.9″ W, thence to 29°53′30.4″ N, 95°06′37.2″ W.

No vessel or person would be permitted to enter the established zones without obtaining permission from an official patrol vessel or designated representative.

The term “designated representative” means Coast Guard Patrol Commanders, including Coast Guard coxswains, petty officers, and other officers operating

Coast Guard vessels, and Federal, state, and local officers designated by or assisting the COTP in the enforcement of the regulated areas.

The regulatory text we are proposing appears at the end of this document.

#### **IV. Regulatory Analyses**

We developed this proposed rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive orders, and we discuss First Amendment rights of protestors.

##### *A. Regulatory Planning and Review*

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. This NPRM has not been designated a “significant regulatory action,” under section 3(f) of Executive Order 12866, as amended by Executive Order 14094 (Modernizing Regulatory Review). Accordingly, the NPRM has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on the size, location, duration, and time of day of this special local regulation. Vessel traffic will be able to safely transit around this safety zone, which would impact a small, designated area of the San Jacinto River, for a short duration, when vessel traffic is normally low. Moreover, the Coast Guard would issue a Broadcast Notice to Mariners about the zone via VHF-FM marine channel 16, and the rule would allow vessels to seek permission to enter the zone.

##### *B. Impact on Small Entities*

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the safety zone may be small entities, for the reasons stated in section IV.A above, this proposed rule would not have a significant economic impact on any vessel owner or operator.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this proposed rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

#### C. Collection of Information

This proposed rule would not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

#### D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132 (Federalism), if it has a substantial direct effect 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. We have analyzed this proposed rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this proposed rule does not have tribal implications under Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments) because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this proposed rule has implications for federalism or Indian tribes, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

#### E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of

their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the potential effects of this proposed rule elsewhere in this preamble.

#### F. Environment

We have analyzed this proposed rule under Department of Homeland Security Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have made a preliminary determination that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This proposed rule involves a marine event and special local regulation lasting only 10 hours that would prohibit entry within 150 feet of the boat course. Normally such actions are categorically excluded from further review under paragraph L61 of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

#### G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places, or vessels.

#### V. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

**Submitting comments.** We encourage you to submit comments through the Federal Decision-Making Portal at <https://www.regulations.gov>. To do so,

go to <https://www.regulations.gov>, type USCG-2024–0376 in the search box and click “Search.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If you cannot submit your material by using <https://www.regulations.gov>, call or email the person in the **FOR FURTHER INFORMATION CONTACT** section of this proposed rule for alternate instructions.

**Viewing material in docket.** To view documents mentioned in this proposed rule as being available in the docket, find the docket as described in the previous paragraph, and then select “Supporting & Related Material” in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the <https://www.regulations.gov> Frequently Asked Questions web page. Also, if you click on the Dockets tab and then the proposed rule, you should see a “Subscribe” option for email alerts. The option will notify you when comments are posted, or a final rule is published.

We review all comments received, but we will only post comments that address the topic of the proposed rule. We may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

**Personal information.** We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions to the docket in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

#### List of Subjects in 33 CFR Part 100

Harbors, Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard is proposing to amend 33 CFR part 100 as follows:

#### PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

■ 1. The authority citation for part 100 continues to read as follows:

**Authority:** 46 U.S.C. 70041; 33 CFR 1.05–1.

■ 2. In § 100.801, in table 3 under paragraph (j), amend by adding item 8 in numerical order to read as follows:

#### § 100.801 Annual Marine Events in the Eighth Coast Guard District.

\* \* \* \* \*

(j) \* \* \*

TABLE 3 OF § 100.801—SECTOR HOUSTON-GALVESTON ANNUAL AND RECURRING MARINE EVENTS

Date	Event/sponsor	Houston-Galveston location	Regulated area
8. First or Second Saturday in March.	Winter Nationals Boat Race.	San Jacinto River, Houston, TX.	San Jacinto River within 150 feet of the following area: 29°53'29.0148" N, 095°06'39.4416" W; the Approach Zone comprised of a straight line to begin at approximately 29°53'27.3" N, 95°06'42.6" W and end at approximately 29°53'27.6" N, 95°06'40.0" W; the Course Run Zone comprised of a straight line to begin at approximately 29°53'27.6" N, 95°06'40.0" W and end at approximately 29°53'30.0" N, 95°06'34.7" W; the Shut-Down Zone comprised of a straight line to begin at approximately 29°53'30.0" N, 95°06'34.7" W and end at approximately 29°53'34.3" N, 95°06'24.1" W; and the Spectator Zone located within the following coordinates; 29°53'29.4" N, 95°06'39.8" W, thence to 29°53'28.5" N, 95°06'39.6" W, thence to 29°53'29.7" N, 95°06'36.9" W, thence to 29°53'30.4" N, 95°06'37.2" W.

\* \* \* \* \*

**Keith M. Donohue,***Captain, U.S. Coast Guard, Captain of the Port Sector Houston-Galveston.*

[FR Doc. 2024–13785 Filed 6–21–24; 8:45 am]

BILLING CODE 9110–04–P

**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Part 52****[EPA–R05–OAR–2023–0481; FRL–11913–01–R5]****Air Plan Approval; Indiana; Sulfur Dioxide****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Proposed rule.

**SUMMARY:** In accordance with the Clean Air Act, the Environmental Protection Agency (EPA) is proposing to approve a September 11, 2023, State Implementation Plan (SIP) submittal from the Indiana Department of Environmental Management (IDEM), with information supplemented by a March 11, 2024, letter to EPA. This SIP submittal requests EPA approval of a revision to the monitoring and compliance requirements for certain process heater stacks at Safety-Kleen Oil Recovery Company in Lake County, Indiana. The submittal also requests EPA approval of a small language clarification and equipment listing revisions. Safety-Kleen is subject to emissions limits and monitoring and reporting requirements in the Indiana SIP for sulfur dioxide (SO<sub>2</sub>) located at title 326 of the Indiana Administrative Code (IAC).

**DATES:** Comments must be received on or before July 24, 2024.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA–R05–OAR–2023–0481 at <https://www.regulations.gov>, or via email to [langman.michael@epa.gov](mailto:langman.michael@epa.gov). For comments submitted at [Regulations.gov](https://www.regulations.gov), follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from the docket. EPA may publish any comment received to its public docket. Do not submit to EPA's docket at <https://www.regulations.gov> any information you consider to be Confidential Business Information (CBI), Proprietary Business Information (PBI), or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI, PBI, or multimedia submissions, and general guidance on making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>.

**FOR FURTHER INFORMATION CONTACT:** Anthony Maietta, Air and Radiation Division (AR18J), Environmental Protection Agency, Region 5, 77 West

Jackson Boulevard, Chicago, Illinois 60604, (312) 353–8777, [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov). The EPA Region 5 office is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding Federal holidays.

**SUPPLEMENTARY INFORMATION:**

Throughout this document whenever “we,” “us,” or “our” is used, we mean EPA.

**I. What is the background for this action?**

The Indiana SIP, at 326 IAC 7–4.1–16 *Safety-Kleen Oil Recovery Company sulfur dioxide emission limitations*, sets SO<sub>2</sub> emissions limits for process heaters located at Safety-Kleen's Lake County facility. The SO<sub>2</sub> limits are:

- 14 pounds per hour and 60 tons per year for process heaters H–201 and H–301 (combined),
- 10.8 pounds per hour and 47.3 tons per year for process heaters H–401 and H–402 (combined), and
- 8 pounds per hour for process heater H–406.

The SIP provides Safety-Kleen with compliance options for the process heaters' SO<sub>2</sub> limits, either by installing and operating a continuous emission monitoring system (CEMS) or by fuel sampling and off-gas analysis of sulfur content for each fuel tank. Safety-Kleen chose to utilize the fuel sampling and off-gas analysis option for all of its process heaters.

Between 2015 and 2021, Safety Kleen violated its SO<sub>2</sub> emission limit and monitoring and compliance requirements set forth in 326 IAC 7–4.1–16. On October 20, 2021, IDEM and Safety-Kleen signed an Agreed Order to resolve violations of the SO<sub>2</sub> emission limits and monitoring and compliance