

Within 90 days after the effective date of this AD, install modified de-ice timers for the left and right engines (Modification 30146A), in accordance with Jetstream Aircraft Limited Service Bulletin ATP-30-39-30146A, dated July 29, 1994; and revise the FAA-approved Airplane Flight Manual (AFM) to include the information specified in Temporary Revision T/41, Issue 1, dated November 15, 1994.

Note 2: The revision of the AFM required by this paragraph may be accomplished by inserting a copy of Temporary Revision T/41 in the AFM. When this temporary revision has been incorporated into general revisions of the AFM, the general revisions may be inserted in the AFM, provided that the information contained in the general revisions is identical to that specified in Temporary Revision T/41.

(b) For airplanes having constructor numbers 2002 through 2063 inclusive: Within 90 days after the effective date of this AD, accomplish paragraphs (b)(1) and (b)(2) of this AD:

(1) Install the modified electrical wiring for the flexible ducts and lips of the engine air

intake (Modification 30143A) in accordance with Jetstream Aircraft Limited Service Bulletin ATP-30-37-30143A, dated August 1, 1994, or Revision 1, dated September 5, 1994.

(2) Install the automated 20-second delay system (Modification 35285A) to ensure that the left engine de-ice systems are turned on prior to turning on the right engine de-ice systems, in accordance with Jetstream Aircraft Limited Service Bulletin ATP-30-30-35285A, dated July 15, 1994; and revise the FAA-approved AFM to include the information specified in Temporary Revision T/40, Issue 1, dated August 3, 1994.

Note 3: The revision of the AFM required by this paragraph may be accomplished by inserting a copy of Temporary Revision T/40 in the AFM. When this temporary revision has been incorporated into general revisions of the AFM, the general revisions may be inserted in the AFM, provided that the information contained in the general revisions is identical to that specified in Temporary Revision T/40.

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

(d) Special flight permits may be issued in accordance with section 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.

(e) The installation shall be done in accordance with the following Jetstream service bulletins, as applicable, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
ATP-30-39-30146A, Original Issue, July 29, 1994	1-7	Original	July 29, 1994.
ATP-30-37-30143A, Original Issue August 1, 1994	1-15	Original	August 1, 1994.
ATP-30-37-30143A, Revision 1, September 5, 1994	1-3, 5-10, 14-17	1	September 5, 1994.
	4, 11-13	Original	August 1, 1994.
ATP-30-30-35285A, Original Issue, July 15, 1994	1-19	Original	July 15, 1994.

The amendment of the AFM shall be done in accordance with Temporary Revision T/41, Issue 1, dated November 15, 1994; or Temporary Revision T/40, Issue 1, dated August 3, 1994; as applicable. 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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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.

(f) This amendment becomes effective on July 26, 1995.

Issued in Renton, Washington, on June 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-14051 Filed 6-23-95; 8:45 am]

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14 CFR Part 39

[Docket No. 94-NM-218-AD; Amendment 39-9265; AD 94-14-07 R1]

Airworthiness Directives; Jetstream Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to all Jetstream Model 4101 airplanes, that currently requires modification of the mounting structure of the elevator controls on the rear pressure bulkhead. That AD was prompted by results of a structural analysis which indicate that certain structure in the elevator control system may be subject to deformation when maximum load is exerted by the pilot(s) in the event of a jam in the elevator control cables. The actions specified in that AD are intended to prevent reduced controllability of the airplane due to structural deformation in the elevator control system. This amendment limits the applicability of the rule.

DATES: Effective July 26, 1995.

The incorporation by reference of Jetstream Service Bulletin J41-53-012-

41262A, Revision 1, dated October 3, 1994, as listed in the regulations, is approved by the Director of the Federal Register as of July 26, 1995.

The incorporation by reference of Jetstream Service Bulletin J41-53-012, dated November 30, 1993, as listed in the regulations, was approved previously by the Director of the Federal Register as of August 10, 1994 (59 FR 35247, July 11, 1994).

ADDRESSES: The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal

Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Jetstream Model 4101 series airplanes was published in the **Federal Register** on February 15, 1995 (60 FR 8593). That action proposed to revise AD 94-14-07, amendment 39-8959 (59 FR 35247, July 11, 1994), to continue to require modification of the mounting structure of the elevator controls on the rear pressure bulkhead. That action proposed to limit the applicability of the AD to include only those airplanes that had not been previously modified in accordance with the requirements of the AD.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter supports the proposed rule.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Since this amendment only limits (reduces) the applicability of an existing AD, it will not add any new additional economic burden on affected operators, other than the costs that are already associated with the requirements of the existing AD. These current costs are reiterated in their entirety, as follows, for the convenience of affected operators:

The FAA estimates that 8 airplanes of U.S. registry will be affected by this AD, that it will take approximately 17 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$8,160, or \$1,020 per airplane.

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

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-8959 (59 FR 35247, July 11, 1994), and by adding a new airworthiness directive (AD), amendment 39-9265, to read as follows:

94-14-07 R1 Jetstream Aircraft Limited:
Amendment 39-9265. Docket 94-NM-218-AD. Revises AD 94-14-07, Amendment 39-8959.

Applicability: Model 4101 airplanes; as listed in Jetstream Service Bulletin J41-53-

012-41262A, Revision 1, dated October 3, 1994; 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 (b) 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 reduced controllability of the airplane due to structural deformation in the elevator control system, accomplish the following:

(a) Within 6 months after August 10, 1994 (the effective date of AD 94-14-07, amendment 39-8959), modify the mounting structure of the elevator controls on the rear pressure bulkhead, in accordance with Jetstream Service Bulletin J41-53-012, dated November 30, 1993, or Jetstream Service Bulletin J41-53-012-41262A, Revision 1, dated October 3, 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, 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 modification shall be done in accordance with either of the following Jetstream service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
J41-53-012-41262A, Revision 1, October 3, 1994	1-4 5-18	1 Original	October 3, 1994. November 30, 1993.
J41-53-012, November 30, 1993	1-18	Original	November 30, 1993.

This incorporation by reference of Jetstream Service Bulletin J41-53-012-41262A, Revision 1, dated October 3, 1994, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The incorporation by reference of Jetstream Service Bulletin J41-53-012, dated November 30, 1993, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of August 10, 1994 (59 FR 35247, July 11, 1994). Copies may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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 July 26, 1995.

Issued in Renton, Washington, on June 2, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-14053 Filed 6-23-95; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 172

[Docket No. 81F-0105]

Food Additives Permitted for Direct Addition to Food for Human Consumption; Epoxidized Soybean Oil

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the food additive regulations to provide for the safe use of epoxidized soybean oil as a halogen stabilizer in brominated soybean oil. This action is in response to a petition filed by Unitech Chemical, Inc.

DATES: Effective June 26, 1995; written objections and requests for a hearing by July 26, 1995. The Director of the Office of the Federal Register approves the incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 of certain publications in new § 172.723, effective June 26, 1995.

ADDRESSES: Submit written objections to the Dockets Management Branch (HFA-305), Food and Drug Administration, rm. 1-23, 12420 Parklawn Dr., Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Martha D. Peiperl, Center for Food

Safety and Applied Nutrition (HFS-217), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-418-3077.

SUPPLEMENTARY INFORMATION: In a notice published in the **Federal Register** of April 28, 1981 (46 FR 23811), FDA announced that a food additive petition (FAP 7A3329) had been filed by Unitech Chemical, Inc., 115 West Jackson Blvd., Chicago, IL 60604. Subsequently, all rights to this petition were sold to American Chemical Service, Inc., P.O. Box 190, Griffith, IN 46319. The petition proposes that the food additive regulations be amended to provide for the safe use of epoxidized soybean oil as a halogen stabilizer at a level not to exceed 1 percent in brominated soybean oil intended for use in foods for human consumption. Brominated soybean oil is permitted in food on an interim basis under 21 CFR 180.30 (brominated vegetable oil), for use only as a stabilizer for flavoring oils used in fruit-flavored beverages in an amount not to exceed 15 parts per million in the finished beverage.

FDA has evaluated data in the petition and other relevant material. The agency concludes that the proposed use of the additive is safe, and that the food additive regulations should be amended by adding new § 172.723 as set forth below.

In accordance with § 171.1(h) (21 CFR 171.1(h)), the petition and the documents that FDA considered and relied upon in reaching its decision to approve the petition are available for inspection at the Center for Food Safety and Applied Nutrition by appointment with the information contact person listed above. As provided in 21 CFR 171.1(h), the agency will delete from the documents any materials that are not available for public disclosure before making the documents available for inspection.

The agency has previously considered the environmental effects of this action as announced in the notice of filing for FAP 7A3329 (46 FR 23811, April 28, 1981). No new information or comments have been received that would affect the agency's previous determination that there is no significant impact on the human environment and that an environmental impact statement is not required. In addition, based on information in a letter from the petitioner dated February 15, 1990, FDA prepared a new finding of no significant impact. Both the letter of February 15, 1990, and the new finding of no significant impact may be seen in the Dockets Management Branch (address

above) between 9 a.m. and 4 p.m., Monday through Friday.

Any person who will be adversely affected by this regulation may at any time on or before July 26, 1995, file with the Dockets Management Branch (address above) written objections thereto. Each objection shall be separately numbered, and each numbered objection shall specify with particularity the provisions of the regulation to which objection is made and the grounds for the objection. Each numbered objection on which a hearing is requested shall specifically so state. Failure to request a hearing for any particular objection shall constitute a waiver of the right to a hearing on that objection. Each numbered objection for which a hearing is requested shall include a detailed description and analysis of the specific factual information intended to be presented in support of the objection in the event that a hearing is held. Failure to include such a description and analysis for any particular objection shall constitute a waiver of the right to a hearing on the objection. Three copies of all documents shall be submitted and shall be identified with the docket number found in brackets in the heading of this document. Any objections received in response to the regulation may be seen in the Dockets Management Branch between 9 a.m. and 4 p.m., Monday through Friday.

List of Subjects in 21 CFR Part 172

Food additives, Incorporation by reference, Reporting and recordkeeping requirements.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs and redelegated to the Director, Center for Food Safety and Applied Nutrition, 21 CFR part 172 is amended as follows:

PART 172—FOOD ADDITIVES PERMITTED FOR DIRECT ADDITION TO FOOD FOR HUMAN CONSUMPTION

1. The authority citation for 21 CFR part 172 continues to read as follows:

Authority: Secs. 201, 401, 402, 409, 701, 721 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 321, 341, 342, 348, 371, 379e).

2. New § 172.723 is added to subpart H to read as follows.

§ 172.723 Epoxidized soybean oil.

Epoxidized soybean oil may be safely used in accordance with the following prescribed conditions: