

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), 40101, 40113, 44701.

§ 39.13 [Amended]

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

95-22-13 McDonnell Douglas: Amendment 39-9421. Docket 95-NM-205-AD.

Applicability: Model MD-11 series airplanes having manufacturer's fuselage numbers 0447 through 0527, inclusive, 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 smoke and fire in the avionics compartment due to electrical arcing that results from chafing damage to wires, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform a visual inspection of the wire bundle in the avionics compartment for improper clamping and/or damage of the wiring, in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A094, dated October 12, 1995.

(1) If the wire bundle is properly clamped and no damage is detected, no further action is required by this AD.

(2) If the wire bundle is improperly clamped, prior to further flight, reposition the wire in the clamp in accordance with the alert service bulletin.

(3) If any wiring is damaged, prior to further flight, accomplish either paragraph (a)(3)(i) or (a)(3)(ii) of this AD, as applicable:

(i) For wires (Loop A and B) having damage to any one fire detector controller

(engines 1, 2, 3, and APU): Prior to further flight, splice one loop and replace the wire for the other loop in accordance with the alert service bulletin.

(ii) For wiring having damage other than that identified in paragraph (a)(3)(i) of this AD: Prior to further flight, repair the wiring in accordance with the alert service bulletin.

(b) Within 15 days after accomplishing the visual inspection required by paragraph (a) of this AD, submit a report of the inspection results (both positive and negative findings) to the Manager, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5200; fax (310) 627-5210. 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, Los Angeles 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.

(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.

(e) The actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A094, dated October 12, 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.

(f) This amendment becomes effective on November 20, 1995.

Issued in Renton, Washington, on October 26, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-27075 Filed 11-2-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 94-AWP-28]

Establishment of VOR Federal Airway V-514; California

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes Federal Airway V-514 from the Mission Bay, CA, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to the Boulder City, NV, VORTAC. Pilots are presently issued several airway segments between the Mission Bay, CA, VORTAC and the Boulder City, NV, VORTAC. The establishment of this airway will provide pilots with one airway segment between these two points. This action will improve traffic flow and reduce pilot/controller workload.

EFFECTIVE DATE: 0901 UTC, January 4, 1996.

FOR FURTHER INFORMATION CONTACT: Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION:

History

On April 17, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Federal Airway V-514 from the Mission Bay, CA, VORTAC to the Boulder City, NV, VORTAC (60 FR 19190).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The airway listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes Federal Airway V-514 from the Mission Bay, CA, VORTAC to the Boulder City, NV, VORTAC. This action will improve

traffic flow and reduce pilot/controller workload.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71, as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

* * * * *

V-514 [New]

From Mission Bay, CA; INT Mission Bay 091° and Julian, CA, 185° radials; Julian; Thermal, CA; Twentynine Palms, CA; INT Twentynine Palms 043° and Goffs, CA 200° radials; Goffs, INT Goffs 033° and Boulder City, NV, 165° radials; Boulder City.

* * * * *

Issued in Washington, DC, on October 24, 1995.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-27349 Filed 11-2-95; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 184

[Docket No. 83G-0277]

α-Amylase Enzyme Preparation; Affirmation of GRAS Status as Direct Human Food Ingredient

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is affirming that α-amylase enzyme preparation derived from *Bacillus stearothermophilus* is generally recognized as safe (GRAS) for use in the processing of starch to make maltodextrins and nutritive carbohydrate sweeteners. This action is based on a petition requesting such affirmation.

DATES: Effective November 3, 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 a certain publication in 21 CFR part 184, effective November 3, 1995.

FOR FURTHER INFORMATION CONTACT: Vincent E. Zenger, Center for Food Safety and Applied Nutrition (HFS-206), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-418-3105.

SUPPLEMENTARY INFORMATION:

I. Introduction

In the Federal Register of September 21, 1983 (48 FR 43096), FDA announced that a petition (GRASP 3G0284) had been filed by CPC International, Inc., International Plaza, Englewood Cliffs, NJ 07632, requesting that α-amylase enzyme from *B. stearothermophilus* used in the production of sweeteners from starch be affirmed as GRAS as a direct human food ingredient.

In a tentative final rule published in the Federal Register of December 5, 1994 (59 FR 62366), FDA announced its tentative decision to affirm as GRAS the use of this enzyme preparation to produce maltodextrins, as well as nutritive carbohydrate sweeteners from starch. The agency published a tentative final rule before proceeding to final action because the end products of the α-amylase hydrolysis of starch are maltodextrins, which are not sweet and are not used as sweeteners in food, as well as nutritive carbohydrate sweeteners. Maltodextrins may be used as a food ingredient or used as a raw material in the manufacture of nutritive

carbohydrate sweeteners, for example, glucose syrups. Therefore, FDA found that the phrase “production of maltodextrins and nutritive carbohydrate sweeteners from starch” was a more accurate description of the petitioned use of the α-amylase enzyme preparation. FDA published the tentative final rule to afford interested persons the opportunity to comment on this change. FDA did not receive any comments in response to this tentative final rule. Therefore, the agency concludes that the tentative final rule should be issued as a final rule.

II. Environmental Impact

The agency has determined under 21 CFR 25.24(b)(7) that this action is of a type that does not individually or cumulatively have a significant effect on the human environment. Therefore, neither an environmental assessment nor an environmental impact statement is required.

III. Analysis of Impacts

FDA has examined the impacts of the final rule under Executive Order 12866 and the Regulatory Flexibility Act (Pub. L. 96-354). Executive Order 12866 directs agencies to assess all costs and benefits of available regulatory alternatives and, when regulation is necessary, to select regulatory approaches that maximize net benefits (including potential economic, environmental, public health and safety, and other advantages; distributive impacts; and equity). The agency believes that this final rule is consistent with the regulatory philosophy and principles identified in the Executive Order. In addition, the final rule is not a significant regulatory action as defined by the Executive Order and so is not subject to review under the Executive Order.

The Regulatory Flexibility Act requires agencies to analyze regulatory options that would minimize any significant impact of a rule on small entities. Because no current activity is prohibited by this final rule, the compliance cost to firms is zero. Because no increase in the health risks faced by consumers will result from this final rule, total costs are also zero. Potential benefits include the wider use of this enzyme because of reduced uncertainty concerning its GRAS status, and any resources saved by eliminating the need to prepare further petitions to affirm the GRAS status of this enzyme for this use. Thus the agency certifies that the final rule will not have a significant economic impact on a substantial number of small entities. Therefore, under the Regulatory