

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 No. 95-CE-16-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, 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 a new airworthiness directive (AD) to read as follows:

96-04-12 Glaser-Dirks Flugzeugbau GmbH: Amendment 39-9524; Docket 95-CE-16-AD.

*Applicability:* DG-500M sailplanes (serial numbers 5E30M14 through 5E60M25), certificated in any category.

*Note 1:* This AD applies to each sailplane 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 sailplanes 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 (c) 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 prior to further flight after the effective date of this AD, unless already accomplished.

To prevent an unintended extension of the airbrakes caused by failure of the lever to the torsion tube of the airbrake control, which could result in flutter, excessive rate of descent, and loss of control of the sailplane, accomplish the following:

(a) Replace the airbrake control hook-up shaft (part number 5 St 57) with an airbrake control hook-up shaft of improved design (part number 5 St 57 change b). Accomplishment of the replacement is in accordance with the applicable maintenance or service manual.

*Note 2:* Glaser-Dirks Technical Note No. 843/3-2, dated October 28, 1992, references an exchange program where improved design airbrake control hook-up shafts may be obtained at no cost.

(b) 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 sailplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

*Note 3:* Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to Glaser-Dirks Flugzeugbau GmbH, Im Schollengarten 19-20, D-78646 Buchsal-UnterGrombach 4, Germany; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment (39-9524) becomes effective on March 29, 1996.

Issued in Kansas City, Missouri, on February 15, 1996.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-3970 Filed 2-22-96; 8:45 am]

BILLING CODE 4910-13-P

#### **14 CFR Parts 121, 125, and 135**

[Docket No. 25154; Reference Amendments 121-236; 125-19; 135-47]

#### **Removal of Burn Ointment From First-Aid Kits**

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

**ACTION:** Disposition of comments to a final rule.

**SUMMARY:** On January 12, 1994, the FAA published a final rule with request for comments [59 FR 1780] that revised the regulations concerning first aid kits required on board air carrier, air taxi, and commercial aircraft to remove the burn compound from the list of items required for the kits. The rule was effective upon publication and the comment period closed March 14, 1994. This action responds to those comments received as a result of that final rule and completes that rulemaking.

**FOR FURTHER INFORMATION CONTACT:** Gary Davis, Regulatory Branch, Air Transportation Division, Flight Standards Service, FAA, 800 Independence Ave., SW., Washington, DC 20591, telephone: (202) 267-3747.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

On December 5, 1986, the Air Transport Association (ATA) submitted

a petition to delete the burn compound (burn ointment) from the first aid kits required to be carried on each aircraft operated under part 121 of the Federal Aviation Regulations. In the petition ATA noted that the application of ice or cold water is the preferred treatment for minor burns. As part of the supporting data, the petition included a request from Western Airlines to delete the burn ointment from their first aid kits and instructions from other carriers' flight manuals advising flight attendants not to use the burn ointment unless requested to do so by passengers. ATA stated that the burn ointment normally has an expiration date, which requires replacement, inspection, and record-keeping. Later, ATA submitted a letter to the docket from the American Red Cross that supported their position that burn ointment retains heat, causing the burn to worsen in some cases. Additional information submitted by ATA noted that the March 1987 meeting of the ATA Cabin Safety Panel each member present stated that cold water or ice, rather than the burn ointment, was the preferred method of treatment for burns.

A summary of ATA's petition was published in the Federal Register on February 20, 1987, [52 FR 5309]; the comment period closed April 20, 1987. The only comments received were those cited above.

In issuing a final rule removing the burn ointment from the first aid kits, the FAA agreed with industry practice. It stated that in the limited situation of treating minor burns aboard aircraft, cold water is the preferred treatment. Therefore, the requirement for burn ointment should be eliminated to spare air carriers the unnecessary expense of having to maintain an unneeded item. Further, because that final rule action was a minor amendment in which there was not expected to be any public disagreement, the FAA found that public notice and comment were unnecessary. Because it was relieving, the rule was made effective upon publication.

#### Discussion of Comments Received

Two comments were received on the final rule. Water Jel Technologies (Water Jel) comments that the revisions to the regulations were timely; however, the recommendation is flawed and should be amended to reflect the current protocol for the care of minor burns. Water Jel believes that burns occur so frequently that some burn preparations are necessary. This commenter urges the FAA to require instead a water-based burn product for the first aid kit.

Industrial Safety Equipment Association (ISEA) comments that the removal of burn compound from first aid kits is not justified by the record, which cites the burden of maintaining the kits and the protocol of treating minor burns. ISEA believes that the majority of burn ointments and compounds sold in FAA kits are water-soluble products that have no expiration dates. ISEA states that the pain-relieving benefits of water soluble burn ointments clearly outweigh the cost of maintaining them in first aid kits used on aircraft. ISEA recommends that 14 CFR parts 121, 125, and 135 be amended to add the words 'water soluble' to the description of the burn ointment.

#### FAA Response to Comments

The FAA agrees with commenters that a water-based compound may provide additional, longer lasting treatment for a burn until medical attention is provided. The incidence of burns aboard aircraft, however, does not support such a requirement. With the elimination of smoking aboard aircraft, the vast majority of burns occur when hot beverages are spilled. These are usually minor burns, and cold water provides sufficient relief to passengers. Therefore, the FAA finds that the final rule should be retained, as amended.

Issued in Washington, DC on February 13, 1996.

Thomas C. Accardi,

*Director, Flight Standards Service.*

[FR Doc. 96-3977 Filed 2-22-96; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 175

[Docket No. 88F-0316]

#### Indirect Food Additives; Adhesives and Components of Coatings

**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 3-iodo-2-propynyl-N-butylcarbamate as an antifungal preservative in adhesives for food contact applications. This action responds to a petition filed by the Troy Chemical Corp.

**DATES:** Effective February 23, 1996; written objections and requests for a hearing by March 25, 1996.

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

**FOR FURTHER INFORMATION CONTACT:** Daniel N. Harrison, Center for Food Safety and Applied Nutrition (HFS-216) Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-418-3080.

**SUPPLEMENTARY INFORMATION:** In a notice published in the Federal Register of October 25, 1988 (53 FR 43043), FDA announced that a food additive petition (FAP 8B4088) had been filed by the Troy Chemical Corp., 72 Eagle Rock Ave., P.O. Box 366, East Hanover, NJ, 07936-0366 (formerly One Avenue L, Newark, NJ 07105-3895), proposing that the food additive regulations be amended to provide for the safe use of 3-iodo-2-propynyl butyl carbamate as an antifungal preservative in adhesives for food contact applications.

FDA has evaluated data in the petition and other relevant material. The agency concludes that the more accurate name for the additive is 3-iodo-2-propynyl-N-butylcarbamate (CAS Reg. No. 55406-53-6), that the proposed food additive use is safe, that the additive will achieve its intended technical effect, and that § 175.105 *Adhesives* (21 CFR 175.105) of the food additive regulations should be amended 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 carefully considered the potential environmental effects of this action. FDA has concluded that the action will not have a significant impact on the human environment, and that an environmental impact statement is not required. The agency's finding of no significant impact and the evidence supporting that finding, contained in an environmental assessment, 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 March 25, 1996, file with the Dockets Management Branch