

and thereafter as indicated in the body of this AD.

To prevent wing damage caused by fatigue cracking, which, if not detected and corrected, could progress to the point of structural failure, accomplish the following:

(a) For all affected serial number Model 695 airplanes, and any Model 690C airplane incorporating a serial number in the 11600 through 11730 range, inspect the wing structure for cracks in accordance with the PART I ACCOMPLISHMENT INSTRUCTIONS (INSPECTIONS) section of Twin Commander Service Bulletin (SB) No. 213, dated July 29, 1994.

(b) For any Model 690C airplane incorporating a serial number in the 11731 through 11735 range, inspect the wing structure for cracks in accordance with Item 10 of the PART I ACCOMPLISHMENT INSTRUCTIONS (INSPECTIONS) section of Twin Commander SB No. 213, dated July 29, 1994.

(c) If, during the inspections required in paragraphs (a) and (b) of this AD, cracks are found in the areas referenced in Figures 1 through 5 and the instructions of the service information referenced above, prior to further flight, replace the damaged structure and modify the wing structure in accordance with the PART II ACCOMPLISHMENT INSTRUCTIONS (MODIFICATIONS) section of Twin Commander SB No. 213, dated July 29, 1994.

(d) If no cracks are found, accomplish one of the following:

(1) For all airplanes, upon the accumulation of 7,500 hours TIS or within 1,000 hours TIS after the initial inspection, whichever occurs later, reinspect the structure in accordance with either paragraph (a) or (b) of this AD, as applicable, and reinspect thereafter at intervals not to exceed 1,000 hours TIS, and, if applicable, replace any damaged part or modify the wing structure as specified in paragraph (c) of this AD; or

(2) For Model 695 airplanes and any Model 690C airplane incorporating a serial number in the 11600 through 11730 range, prior to further flight, modify the wing structure in accordance with the PART II ACCOMPLISHMENT INSTRUCTIONS (MODIFICATIONS) section of Twin Commander SB No. 213, dated July 29, 1994.

(e) For all affected Model 695 airplanes and any Model 690C airplane incorporating a serial number in the 11600 through 11730 range, the modification referenced in paragraphs (c) and (d)(2) of this AD may be accomplished any time after the initial inspection as terminating action for the repetitive inspection requirement of this AD, except for the inspection of the doublers at the wing attach fittings located in the Fuselage Station 144 frame (Item 10 of PART I ACCOMPLISHMENT INSTRUCTIONS section of the Twin Commander SB No. 213, dated July 29, 1994). All affected model and serial number airplanes must inspect in this area at every 1,000 hours TIS.

Note 2: For those airplanes that have not accumulated 6,000 hours TIS, the initial and first repetitive inspection required by this AD were established to coincide with the 6,000-hour Major Inspection Guide I and 7,500-

hour Major Inspection Guide II inspections, respectively, so that the operator may schedule the required action in accordance with these major inspections.

(f) 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.

(g) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Northwest Mountain Region, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) The inspections and modification required by this AD shall be done in accordance with Twin Commander Service Bulletin No. 213, dated July 29, 1994. 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 Twin Commander Aircraft Corporation, 19003 59th Drive, NE., Arlington, Washington 98223. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment (39-9275) becomes effective on July 30, 1995.

Issued in Kansas City, Missouri, on June 7, 1995.

Gerald W. Pierce,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 178

[Docket No. 94F-0451]

Indirect Food Additives: Adjuvants, Production Aids, and Sanitizers

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 copper chromite black spinel as a colorant for all polymers

intended to contact food. This action is in response to a petition filed by The Shepherd Color Co.

DATES: Effective June 14, 1995; written objections and request for a hearing by July 14, 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: Vir D. Anand, Center for Food Safety and Applied Nutrition (HFS-216), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-418-3081.

SUPPLEMENTARY INFORMATION: In a notice published in the **Federal Register** of January 12, 1995 (60 FR 2976), FDA announced that a food additive petition (FAP 5B4446) had been filed by The Shepherd Color Co., 4539 Dues Dr., Cincinnati, OH 45246. The petition proposed to amend the food additive regulations in § 178.3297 *Colorants for polymers* (21 CFR 178.3297) to provide for the safe use of copper chromite black spinel (C.I. Pigment Black 28) as a colorant in all polymers intended to contact food.

FDA has evaluated the data in the petition and other relevant material. The agency concludes that the proposed use of the additive is safe and that the regulations in § 178.3297 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 July 14, 1995, file with the Dockets Management Branch (address above) written objections