located on the nose landing gear forward door, and installing an improved placard. The original towing placard instructions have been delineated and clarified for the new placard. In addition, instructions have been added to secure the upper scissor in the "up" position before towing, to put the nose gear in the center forward position, and to reconnect the scissor for normal flight after towing. The Civil Aviation Administration of Israel (CAAI) has approved these service bulletins, but has not classified them as mandatory.

This airplane model is manufactured in Israel and type certificated in the United States under the provisions of § 21.29 of the Federal Aviation Regulations and the applicable bilateral airworthiness agreement.

Since this condition is likely to exist or develop on other airplanes of the same type design registered in the United States, an AD is proposed which would require removal of the existing towing instruction placard and the installation of a new placard in accordance with the service bulletin previously described.

It is estimated that 316 airplanes of U.S. registry would be affected by this AD, that it would take approximately 0.5 manhour per airplane to accomplish the required actions, and that the average labor cost would be $40 per manhour. The estimated cost for required placards is $7 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $8,532.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Asessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "major rule" under Executive Order 12291, (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—[AMENDED]

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised Pub. L. 97–449, January 12, 1983); and 14 CFR 11.89.

§ 39.13 [Amended]

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

Israel Aircraft Industries (IAI): Applies to Models 1121, 1121A, 1121B, 1123, 1124, and 1124A series airplanes, certificated in any category. Compliance is required within 60 days after the effective date of this AD, unless previously accomplished.

To prevent the inability to extend the nose landing gear for landing, accomplish the following:

A. Remove the existing towing instruction placard and install a new placard in accordance with the applicable service bulletin, as follows:

Airplane Models	Service Bulletin
1121, 1121A, 1121B	1121–11–015, dated November 26, 1990.
1123	1123–11–031, dated November 26, 1990.
1124 and 1124A	1124–11–103, dated November 26, 1990.

B. An alternate means of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

Note: The request should be submitted directly to the Manager, Standardization Branch, ANM–113, and a copy sent to the cognizant FAA Principal Inspector (PI). The PI will then forward comments or concurrence to the Manager, Standardization Branch, ANM–113.

C. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service documents from the manufacturer may obtain copies upon request to Astra Jet Corporation, Technical Publications, 77 McCullough Drive, Suite 11, New Castle, Delaware 19720. These documents may be examined at the FAA, Northwest Mountain Region, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

Issued in Renton, Washington, on March 1, 1991.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 91–6059 Filed 3–13–91; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 39

[Docket No. 91–NM–27–AD]

Airworthiness Directives; British Aerospace Model BAe 146–100A, –200A, and –300A Series Airplanes, Pre-Modification HCM0115A and HCM00967A

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to adopt a new airworthiness directive (AD), applicable to certain British Aerospace Model BAe 146–100A, –200A, and –300A series airplanes, which would require modification of the parking brake selector assembly by installation of a special washer. This proposal is prompted by reports of failure of the hook end of the spring on the parking brake quadrant due to fatigue. This can result in the inadvertent engagement of the parking brake, and the resultant inability of the flight crew to release the parking brake. This condition, if not corrected, could result in reduced controllability of the airplane during takeoff or landing.

DATES: Comments must be received no later than April 30, 1991.

ADDRESSES: Send comments on the proposal in duplicate to the Federal Aviation Administration, Northwest Mountain Region, Transport Airplane Directorate, ANM–103, Attention: Airworthiness Rules Docket No. 91–NM–27–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056. The applicable service information may be obtained from British Aerospace, PLC, Librarian for Service Bulletins, P.O. Box 17414, Dulles International Airport, Washington, DC 20041. This information may be examined at the FAA, Northwest Mountain Region, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Mr. William Schroeder, Standardization Branch, ANM–113; telephone (206) 227–2138. Mailing address; FAA, Northwest Mountain Region, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

SUPPLEMENTARY INFORMATION: Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments specified above will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this Notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA/public contact, concerned with the substance of this proposal, will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this Notice must submit a self-addressed, stamped post card on which the following statement is made: "Comments to Docket Number 91–NM–27–AD." The post card will be date/time stamped and returned to the commenter.

Discussion

The United Kingdom Civil Aviation Authority (CAA), in accordance with existing provisions of a bilateral airworthiness agreement, has notified the FAA of an unsafe condition which may exist on certain British Aerospace Model BAe 146–100A, –200A, and –300A series airplanes, pre-modification HCM01159A and HCM00967A. There have been recent reports of failures of the hook end of the spring on the parking brake quadrant due to fatigue. This can result in the inadvertent engagement of the parking brake, and the resultant inability of the flight crew to release the parking brake. This condition, if not corrected, could result in reduced controllability of the airplane during takeoff or landing

British Aerospace has issued Service Bulletin 32–104–01159A, dated October 1, 1990, which describes procedures to install a special washer in the parking brake selector assembly (Modification No. HCM01159A). This prevents the cable tension spring in the selector assembly from inadvertently selecting the parking brake when pilots apply full brakes after failure of another spring in the parking brake mechanism. The United Kingdom has classified these service bulletins as mandatory.

This airplanes model is manufactured in the United Kingdom and type certificated in the United States under the provisions of § 21.29 of the Federal Aviation Regulations and the applicable bilateral airworthiness agreement.

Since this condition is likely to exist or develop on other airplanes of the same type design registered in the United States, an AD is proposed which would require the installation of a special washer in the parking brake selector assembly, in accordance with the service bulletin previously described.

It is estimated that 74 airplanes of U.S. registry would be affected by this AD, that it would take approximately 6 manhours per airplane to accomplish the required actions, and that the average labor cost would be $40 per manhour. The estimated cost for required parts is $100 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $25,160.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "major rule" under Executive Order 12291, (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 14 CFR part 39 of the Federal Aviation Regulations as follows:

PART 39—[AMENDED]

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised Pub. L. 97–449, January 12, 1983); and 14 CFR 11.89.

§ 39.13 [Amended]

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

British Aerospace: Applies to Model BAe 146–100A, –200A, and –300A series airplanes, pre-modifications HCM01159A and HCM00967A, certificated in any category. Compliance is required as indicated, unless previously accomplished.

To prevent inadvertent application of the parking brake, and subsequent reduced controllability of the airplane during takeoff or landing, accomplish the following:

A. Within 90 days after the effective date of this AD, install a new washer in the parking brake selector assembly, in accordance with British Aerospace Service Bulletin 32–104–0115A, dated October 1, 1990 (Modification No. HCM01159A).

B. An alternate means of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

Note: The request should be submitted directly to the Manager, Standardization Branch, ANM–113, and a copy sent to the cognizant FAA Principal Inspector (PI). The PI will then forward comments or concurrence to the Manager, Standardization Branch, ANM–113.

C. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service documents from the manufacturer may obtain copies upon request to British Aerospace, PLC, Librarian for Service Bulletins, P.O. Box 17414, Dulles International Airport, Washington, DC 20041. These documents may be examined at the FAA, Northwest Mountain Region, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

Issued in Renton, Washington, on March 1, 1991.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 91–6058 Filed 3–13–91; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 75

[Airspace Docket No. 91-AGL-1]

Proposed Alteration of Jet Route J- 522; MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to alter the description of Jet Route J-522 located in the vicinity of Traverse City, MI. The realignment would eliminate the dogleg between Traverse City and Toronto, ON, Canada, thereby improving navigation between those facilities. This action would enhance flight operation in the area.

DATES: Comments must be received on or before April 29, 1991.

ADDRESSES: Send comments on the proposal in triplicate to:

Manager, Air Traffic Division, AGL-500, Docket No. 91-AGL-1, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL.

The official docket may be examined in the Rules Docket, weekdays, except Federal holidays, between 8:30 a.m. and 5 p.m. The FAA Rules Docket is located in the Office of the Chief Counsel, room 916, 800 Independence Avenue, SW., Washington, DC.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT: Lewis W. Still, 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) 267-9250.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy aspects of the proposal. Communications should identify the airspace docket and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 91-AGL-1." The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 75 of the Federal Aviation Regulations (14 CFR part 75) to realign a segment of Jet Route J-522 between Traverse City, MI, and Toronto, ON, Canada. The realignment would eliminate a dogleg to the north, thereby saving fuel and improving navigation along the course line. This action would enhance flight operations in the area. Section 75.100 of part 75 of the Federal Aviation Regulations was republished in Handbook 7400.6G dated September 4, 1990.

The FAA has determined that this proposed 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 "major rule" under Executive Order 12291; (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, when promulgated, 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 75

Aviation safety, Jet routes.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 75 of the Federal Aviation Regulations (14 CFR prt 75) as follows:

PART 75—ESTABLISHMENT OF JET ROUTES AND AREA HIGH ROUTES

1. The authority citation for part 75 continues to read as follows:

Authority: 49 U.S.C. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 11.69.

§ 75.100 [Amended]

2. § 75.100 is amended as follows:

J-522 [Revised]

From Green Bay, WI; Traverse City, MI; Au Sable, MI; Toronto, ON, Canada; INT Toronto 099°T(108°M) and Hancock, NY, 302°T(313°M) radials; Hancock; to Kingston, NY. The airspace within Canada is excluded.

Issued in Washington, DC, on March 4, 1991.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 91-6055 Filed 3-13-91; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 182 and 184

[Docket No. 78N-0335]

Glycerophosphates; Tentative Affirmation of Gras Status as Direct Human Food Ingredients

AGENCY: Food and Drug Administration, HHS.

ACTION: Tentative final rule.

SUMMARY: The Food and Drug Administration (FDA) is tentatively (1) affirming that calcium glycerophosphate is generally recognized as safe (GRAS) for use as a direct human food ingredient in conventional food; (2) removing calcium, manganese, and potassium glycerophosphates from 21 CFR part 182, subpart I, for use as nutrients used in food; and (3) taking no

action with respect to the listing of calcium, manganese, and potassium glycerophosphates in 21 CFR part 182, subpart F, for use as dietary supplements. The safety of these ingredients in food has been evaluated under the comprehensive safety review conducted by the agency. This action is being published as a tentative final rule because the proposal to affirm glycerophosphate published 12 years ago in the **Federal Register** of May 15, 1979 (44 FR 28336). The agency now feels a need to allow comments on the proposed action.

DATES: Written comments by May 13, 1991.

ADDRESSES: Written comments to the Dockets Management Branch (HFA–305), Food and Drug Administration, Rm. 4–62, 5600 Fishers Lane, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Julius Smith, Center for Food Safety and Applied Nutrition (HFF–335), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202–472–5690.

SUPPLEMENTARY INFORMATION: In the **Federal Register** of May 15, 1979 (44 FR 28336), FDA published a proposal to affirm that calcium glycerophosphate is GRAS for use as a direct human food ingredient in conventional food (44 FR 38336). (FDA is using the term "conventional food" to refer to food that would fall within any of the 43 categories listed in § 170.3(n) (21 CFR 170.3(n)).) The agency also proposed to remove potassium glycerophosphate and manganese glycerophosphate from the list of GRAS ingredients because there were no reported uses for these substances. The proposal was published in accordance with the announced FDA review of the safety of GRAS and prior-sanctioned food ingredients.

In accordance with § 170.35 (21 CFR 170.35), copies of the scientific literature review on glycerophosphates and the report of the Select Committee on GRAS Substances on glycerophosphates are available for public review in the Dockets management Branch (address above). Copies of these documents are also available for public purchase from the National Technical Information Service, as announced in the proposal.

In addition to proposing to affirm the GRAS status of calcium glycerophosphate and to remove manganese and potassium glycerophosphates from the GRAS list, FDA gave public notice that it was unaware of any prior-sanctioned food ingredient uses for these substances other than the uses listed in part 181—Prior-Sanctioned Food Ingredients (21 CFR part 181). Persons asserting additional or extended uses in accordance with approvals granted by the U.S. Department of Agriculture or FDA before September 7, 1958, were given notice to submit proof of those sanctions, so that the safety of any prior-sanctioned uses could be determined. That notice was also an opportunity to have additional prior-sanctioned uses of the glycerophosphates recognized by issuance of an appropriate regulation under part 181 or affirmed as GRAS under part 184 or 186 (21 CFR part 184 or 186), as appropriate. FDA also gave notice that failure to submit proof of any applicable prior sanction in response to the proposal would constitute a waiver of the right to assert that sanction at any future time.

No reports of prior-sanctioned uses for these ingredients were submitted in response to the proposal. Therefore, in accordance with the proposal, any right to assert a prior sanction for uses of these ingredients under conditions different from those set forth in part 181 has been waived.

After FDA published its May 1979 proposal to affirm the GRAS status of calcium glycerophosphate and to remove manganese and potassium glycerophosphates from the GRAS list, the agency, in the **Federal Register** of September 5, 1980 (45 58837), reorganized part 182 to provide separate listings for the use of GRAS ingredients in dietary supplements and for the use of the same ingredients as nutrients in conventional food. The reorganization document stated that creation of these separate lists was intended to facilitate separate reviews of these substances as nutrients and as dietary substances. The reorganization thus resulted in the listing of calcium, manganese, and potassium glycerophosphates on both the GRAS "Dietary Supplements" list (Subpart F of part 182) and the GRAS "Nutrients" list (Subpart I of part 182).

One comment was received in response to the agency's proposal on glycerophosphates. The comment submitted information on the use of manganese glycerophosphate in enteral dietary formulas that are used under medical supervision. The company, a pharmaceutical manufacturer, stated that this use was not included in FDA's survey of food manufacturers for the purpose of determining the specific foods in which various glycerophosphates are used and the levels of usage. The company, therefore, requested that the agency retain manganese glycerophosphate on the GRAS list to permit its continued use in enteral dietary supplement formulas.

As stated above, FDA's May 15, 1979 (44 FR 28336), proposal to affirm that the use of calcium glycerophosphate as a nutrient supplement is GRAS, and to remove manganese and potassium glycerophosphates from the GRAS list, addressed the use of these ingredients in conventional foods (those described in the food categories listed in § 170.3(n)). The proposal did not address the use of these ingredients in dietary supplements or in enteral formulas designed for use under medical supervision in the nutritional management of patients. FDA is not taking any action on the use of the subject glycerophosphates in dietary supplements or enteral formulas because it has only limited information on such uses. Therefore, pending further review of the safety of the use of ingredients in dietary supplements and medical foods, calcium, manganese, and potassium glycerophosphates will continue to be listed for use in dietary supplements in subpart F of part 182.

The agency is issuing this tentative final rule to affirm calcium glycerophosphate as GRAS for use in conventional foods, and to remove calcium, manganese, and potassium glycerophosphates from subpart I of part 182, for use as nutrients. FDA is retaining the listings of calcium, manganese, and potassium glycerophosphates in 21 CFR part 182, subpart F, pending further action on the dietary supplement use of these ingredients.

The format of the tentative final regulation for calcium glycerophosphate is different from the format of the proposed regulation. FDA has modified § 184.1201(c) to make clear that the agency's determination that its GRAS affirmation is based upon current good manufacturing practice (CGMP) conditions of use, including both the technical effect and the food category listed. This change removes the maximum CGMP level of use that the agency included in the proposal. FDA concludes that it is unnecessary to include this level of use in the regulation to assure the safe use of this ingredient.

FDA is modifying this tentative final rule to incorporate the specifications for calcium glycerophosphate that have been published in the Food Chemicals Codex, 3d Ed. (1981), pp. 51–52. No differences exist between these specifications and the specifications that FDA proposed to adopt from the Food Chemicals Codex 2d Ed. (1972), pp. 130–131. This change, therefore, has no substantive effect.

The agency has determined under 21 CFR 25.24(b)(7) that the GRAS affirmation of calcium glycerophosphate

as a direct human food ingredient for use in conventional food under 21 CFR 184.1201 is an action 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.

The agency has carefully considered the potential environmental effects of removing manganese glycerophosphate and potassium glycerophosphate from the GRAS list for use as nutrients in food (21 CFR part 182, subpart I). FDA has concluded that this 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 at the Dockets Management Branch (address above) between 9 a.m. and 4 p.m., Monday through Friday.

In accordance with the Regulatory Flexibility Act, the agency has considered the potential effects that this rule would have one small entities, including small businesses. In accordance with section 605(b) of the Regulatory Flexibility Act, the agency has determined that no significant impact on a substantial number of small entities would derive from this action.

In accordance with Executive Order 12291, FDA has analyzed the potential economic effects of this final rule and determined that the rule is not a major rule as defined by the Order.

The agency's finding of no major economic impact and no significant impact on a substantial number of small entities, and the evidence supporting these findings, are contained in a threshold assessment which may be seen in the Dockets Management Branch.

Interested persons may, on or before May 13, 1991, submit to the Dockets Management Branch written comments regarding this tentative final rule. Two copies of any comments are to be submitted, except that individuals may submit one copy. Comments are to be identified with the docket number found in brackets in the heading on this document. Received comments may be seen in the office above between 9 a.m. and 4 p.m., Monday through Friday.

List of Subjects in 21 CFR

Part 182

Food ingredients, Food packaging, Spices and flavorings.

Part 184

Food ingredients, Incorporation by reference.

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 parts 182 and 184 are proposed to be amended as follows:

PART 182—SUBSTANCES GENERALLY RECOGNIZED AS SAFE

1. The authority citation for 21 CFR part 182 continues to read as follows:

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

§§ 182.8201, 182.8455, and 182.8628 [Removed]

2. Section 182.8201 *Calcium glycerophosphate*, § 182.8455 *Manganese glycerophosphate*, and § 182.8628 *Potassium glycerophosphate* are removed from subpart I.

PART 184—DIRECT FOOD SUBSTANCES AFFIRMED AS GENERALLY RECOGNIZED AS SAFE

3. The authority citation for 21 CFR part 184 continues to read as follows:

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

4. New § 184.1201 is added to subpart B to read as follows:

§ 184.1201 Calcium glycerophosphate.

(a) Calcium glycerophosphate ($C_3H_7CaO_6P$, CAS Reg. No. 27214–00–2) is a fine, white, odorless, almost tasteless, slightly hygroscopic powder. It is prepared by neutralizing glycerophosphoric acid with calcium hydroxide or calcium carbonate. The commercial product is mixture of calcium β-, and *D*-, and *L*-α-glycerophosphate.

(b) The ingredient meets the specifications of the Food Chemicals Codex, 3d Ed. (1981), pp. 51–52, which is incorporated by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the National Academy Press, 2101 Constitution Avenue NW., Washington, DC 20418, or may be examined at the Office of the Federal Register, 1100 L Street. NW., Washington, DC.

(c) In accordance with § 184.1(b)(1), the ingredient is used in food with no limitation other than current good manufacturing practice. The affirmation of this ingredient as generally recognized as safe (GRAS) as a direct human food ingredient is based upon the following current good manufacturing practice conditions of use:

(1) The ingredient is used as a nutrient supplement as defined in § 170.3(o)(20) of this chapter.

(2) The ingredient is used in gelatins, puddings, and fillings as defined in § 170.3(n)(22) of this chapter.

(d) Prior sanctions for this ingredient different from the uses established in this section or different from that as set forth in part 181 of this chapter, do not exist or have been waived.

Dated: March 5, 1991.

Fred R. Shank,

Director, Center for Food Safety and Applied Nutrition.

[FR Doc. 91–5681 Filed 3–13–91; 8:45 am]

BILLING CODE 4160–01–M

DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1308

Schedules of Controlled Substances: Proposed Procedures for Removing Certain Anabolic Steroid Products from All or Part of the Controlled Substances Act

AGENCY: Drug Enforcement Administration, Department of Justice.

ACTION: Notice of proposed rulemaking.

SUMMARY: On February 27, 1991, any material, compound, mixture, or preparation which contains any quantity of an anabolic steriod will be included in Schedule III of the Controlled Substances Act (CSA). This proposed rule describes procedures designed to implement two provisions of the Anabolic Steroids Control Act of 1990 through which certain products will be exempted from all or part of the CSA. The affected products will be those which are approved for implantation into animals and those which have no significant potential for abuse. When finalized, this proposed action will remove certain regulatory control mechanisms of Schedule III from the manufacture, distribution, and possession of specific products which contain anabolic steroids.

DATES: Comments must be submitted on or before April 15, 1991.

ADDRESSES: Comments and objections should be submitted to: Administrator, Drug Enforcement Administration, Washington, DC 20537, Attention: DEA Federal Register Representative/CCR.

FOR FURTHER INFORMATION CONTACT: Howard McClain, Jr., Chief, Drug and