

## NEW SAFETY RULES FOR AIRCRAFT CARGO COMPARTMENTS

### From Federal Aviation Administration

■(WASHINGTON) New rules to require fire detection and suppression systems in the cargo compartments of all commercial passenger aircraft and to ban the transportation of oxidizing materials will be proposed as part of a continuing comprehensive aviation safety initiative, it was announced last week.

The actions to be taken strengthen other measures adopted earlier this year by the Federal Aviation Administration (FAA) and the Research and Special Programs Admin-

istration (RSPA) to improve passenger air cargo safety.

In May, RSPA imposed an immediate ban on the transportation of chemical oxygen generators by commercial passenger planes and initiated a study to review further appropriate restrictions on similar oxidizing materials. Additionally, the FAA announced it would review whether to require fire detection and suppression systems in cargo compartments of commercial airliners which do not currently carry such equipment.

In July, the Department of Transportation proposed hiring an additional 130 hazardous material inspectors and improving trend analysis systems as part of a \$14 million plan to increase the oversight of air shipment of hazardous materials. The plan was adopted with the subsequent passage of this year's appropriations for the FAA and RSPA.

The decisions announced last week

would build on the previous safety initiatives. A first rulemaking, to be issued shortly, would propose banning oxidizing materials from commercial passenger aircraft cargo compartments.

A second rulemaking would propose requiring the retrofit of fire detection and suppression equipment on approximately 2,800 older commercial aircraft. Currently, most long-range passenger planes include the detection and suppression systems in the cargo compartments. On older planes, these compartments have been required to be virtually air-tight and lined with fire containment materials. However, while numerous complex issues remain outstanding, newly-concluded analysis has determined that such systems could be extended to all passenger aircraft cargo compartments.

A public notice and comment process will be required for both rulemakings.

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curs when a person's pancreas produces no insulin. "Because insulin is necessary for life, people with Type I diabetes must take one or more injections of insulin every day in order to metabolize their food," Nida said.

Type II (non-insulin dependent) Diabetes occurs when a person's pancreas still produces insulin, but for some reason the body is not able to use it effectively. "Type II diabetes can be treated in a variety of ways including weight loss, improved meal planning, reduced sugar intake and exercise. More severe cases may be treated with oral drugs or insulin injections," said Nida.

Gestational Diabetes can suddenly appear in pregnant women who have never exhibited any signs of high blood glucose. "The hormonal changes of pregnancy stress the mother's system and, in some cases, the pancreas is unable to produce sufficient insulin," said Nida. "Treatment for gestational diabetes ranges from diet management to insulin therapy."

The following are symptoms of Type I Diabetes: frequent urination, in large quantities; excessive thirst; extreme hunger all the time; sudden weight loss, for no apparent reason; weakness, drowsiness or exhaustion; sudden vision changes or blurred vision; and/or nausea and vomiting. The following are symptoms of Type II Diabetes: any of the symptoms listed for Type I, recurring or hard-to-heal skin, gum, vaginal or urinary tract infections; tingling or numbness in hands or feet; and/or itching of the skin and genitals.

For more information about diabetes, contact your doctor, your county health department, or call the American Diabetes Association toll free at 1-800-259-6553 or Juvenile Diabetes Foundation toll free at 1-800-544-2873.

## NHTSA WILL CRASH TEST 43 MODEL YEAR 1997 VEHICLES

### From National Highway Traffic Safety Administration

■(WASHINGTON) The National Highway Traffic Safety Administration (NHTSA) last week announced that it will frontally crash test 43 model year 1997 vehicles to provide consumers with information that they can use to help guide their new vehicle purchase decisions.

The federal safety agency said it will crash test 21 passenger cars, 10 sport utility vehicles, four vans, and eight pickups in the frontal crash test portion of its New Car Assessment Program (NCAP). Each will be crashed head on into a fixed barrier at 35 mph. NHTSA also will provide consumers with the results from previous tests of models that have not been redesigned for 1997. Together, the tests will account for about 86 percent of the vehicles to be sold in 1997.

The 35 mph crash test speed is 5 mph faster than the speed prescribed for compliance with several existing federal motor ve-

hicle safety standards, including Federal Motor Vehicle Safety Standard No. 208, "Occupant Crash Protection." The crash tests are conducted at the higher speed to demonstrate differences that are more apparent at 35 mph than at 30 mph. They indicate relative levels of occupant protection and safety performance among vehicles of the same type and similar weight. The test results are presented in "star" format — one to five stars, with five stars being the best score — to make the technical crash results easy for consumers to understand.

Instrumented dummies are used in the tests. The head, chest and upper legs of the dummies are equipped with instruments that monitor impact forces. Each dummy is protected by the vehicle's occupant protection equipment, which may include a combination of manual or automatic safety belts and air bags.

Consumers can request test results and additional information on the NCAP program and other safety topics by calling the agency's toll-free Auto Safety Hotline at (800) 424- 9393.

### Legislature Swearing In Tuesday, November 19

Senate 11 am  
Senate Chamber

House at noon  
House Chamber

*"Power is a drug on which the politicians are hooked. They buy it from the voters, using the voters' own money."*

Richard J. Needham