

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

SUPPLEMENTARY INFORMATION:

History

On March 30, 1999, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Chico, CA (64 FR 15142). Controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 13L and GPS RWY 31R SIAP at Chico Municipal Airport. This action will provide adequate controlled airspace for IFR operations at Chico Municipal Airport, Chico, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR Part 71 modifies the Class E airspace area at Chico, CA. Controlled airspace extending upward from 700 feet above the surface is required for aircraft executing the GPS RWY 13L and GPS RWY 31R SIAP at Chico Municipal Airport. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 31R SIAP at Chico Municipal Airport, Chico, CA.

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. Therefore, this regulation—(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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; ROUTES; AND REPORTING POINTS.

1. The authority citation for 14 CFR 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

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AWP CA E5 Chico, CA [Revised]

Chico Municipal Airport, CA

(Lat. 39°47'44"N, long. 121°51'30"W)

Chico VOR/DME

(Lat. 39°47'23"N, long. 121°50'50"W)

Ranchaero Airport

(Lat. 39°43'15"N, long. 121°52'04"W)

That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of the Chico Municipal Airport and within 1.8 miles each side of the Chico VOR/DME 316° radial, extending from the 4.3-mile radius to 7 miles northwest of the Chico VOR/DME and that airspace 1.8 miles west and 3.5 miles east of the Chico VOR/DME 164° radial extending from the 4.3-mile radius to 6 miles south of the Chico VOR/DME and that airspace within 1.8 miles each side of the Chico VOR/DME 222° radial extending from the 4.3-mile radius to 6.6 miles southwest of the Chico VOR/DME, excluding the portion within a 1-mile radius of the Ranchaero Airport.

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Issued in Los Angeles, California, on May 12, 1999.

John Clancy,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 99-13234 Filed 5-24-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AGL-16]

Modification of Class E Airspace; Muskegon, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Muskegon, MI. This action corrects the times of operation of the Class E airspace extension associated with the Class D airspace for Muskegon County Airport, and amends the Class E surface area for the airport to include an airspace extension. The purpose of these actions is to make the Class D airspace and the associated Class E airspace extension for the airport consistent with each other, and to provide adequate controlled airspace for instrument approach procedures when the airport traffic control tower (ATCT) is closed.

EFFECTIVE DATE: 0901 UTC, September 9, 1999.

FOR FURTHER INFORMATION CONTACT:

Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On Wednesday, March 3, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Muskegon, MI (64 FR 10239). The proposal was to correct the legal description of the existing controlled airspace to reflect the actual configuration of that controlled airspace.

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. Class E airspace areas designated as an extension to a Class D surface area are published in paragraph 6004, and Class E airspace areas designated as a surface area for an airport are published in paragraph 6002 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class D airspace and Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 modifies Class E airspace at Muskegon, MI, to make technical corrections to the legal descriptions of the Class E airspace extension to the Class D airspace for Muskegon County Airport, and by amending the Class E surface area for the airport to include the Class E extension to the surface area. The area will be depicted on appropriate aeronautical charts.

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. Therefore, this regulation—(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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

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 95665, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.

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AGL MI E4 Muskegon, MI [Revised]

Muskegon County Airport, MI
(Lat. 43° 10' 10"N., long. 086° 14' 18"W.)
Muskegon VORTAC
(Lat. 43° 10' 09"N., long. 086° 02' 22"W.)

That airspace extending upward from the surface within 1.3 miles each side of the Muskegon VORTAC 271° radial extending from the VORTAC to the 4.2-mile radius of the Muskegon County Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be continuously published in the Airport/facility Directory.

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Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

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AGL MI E2 Muskegon, MI [Revised]

Muskegon County Airport, MI
(Lat. 43° 10' 10"N., long. 086° 14' 18"W.)

Within a 4.2-mile radius of the Muskegon County Airport and within 1.3 miles each side of the Muskegon VORTAC 271° radial extending from the VORTAC to the 4.2-mile radius of the Muskegon County Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airman. The effective date and time will thereafter be continuously published in the Airport/facility Directory.

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Issued in Des Plaines, Illinois on May 12, 1999.

Christopher R. Blum,

Manager, Air Traffic Division.

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BILLING CODE 4910–13–M

DEPARTMENT OF HEALTH AND HUMAN SERVICES**Food and Drug Administration****21 CFR Part 177**

[Docket No. 92F–0368]

Indirect Food Additives: Polymers

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 a grafted copolymer of cross-linked sodium polyacrylate with polyvinyl alcohol for use as a fluid absorbent in food-contact material. This action responds to a petition filed by Stockhausen, Inc.

DATES: The regulation is effective May 25, 1999; written objections and requests for a hearing by June 24, 1999. **ADDRESSES:** Submit written objections to the Dockets Management Branch (HFA–

305), Food and Drug Administration, 5630 Fishers Lane, rm. 1061, Rockville, MD 20852.

FOR FURTHER INFORMATION CONTACT: Hortense S. Macon, Food and Drug Administration, Center for Food Safety and Applied Nutrition (HFS–206), 200 C St. SW., Washington, DC 20204, 202–418–3086.

SUPPLEMENTARY INFORMATION: In a notice published in the **Federal Register** of October 28, 1992 (57 FR 48803), FDA announced that a food additive petition (FAP 2B4323) had been filed by Stockhausen, Inc., 2408 Doyle St., Greensboro, NC 27406. The petition proposed to amend the food additive regulations to provide for the safe use of cross-linked sodium polyacrylate and/or a grafted copolymer of cross-linked sodium polyacrylate with vinyl alcohol for use as a fluid absorbent in food-contact material.

The original petition sought approval of several formulations of the additive and the use of the additive as a fluid absorbent in food-contact materials used in the packaging of fruit, meat, poultry, and vegetables. In a subsequent submission to the agency, the petitioner requested that approval of the additive be limited to its use as a fluid absorbent in food-contact materials used in the packaging of poultry. The petitioner also amended its request to seek approval for only the grafted copolymer of cross-linked sodium polyacrylate. In addition, the petitioner provided a more detailed description of the manufacturing of the additive copolymer, which also provided a more accurate name for the additive, “grafted copolymer of cross-linked sodium polyacrylate with polyvinyl alcohol.” Therefore, this regulation is limited to the grafted copolymer of cross-linked sodium polyacrylate intended for use as a fluid absorbent in food-contact materials used in the packaging of poultry.

FDA has evaluated data in the petition and other relevant material. Based on this information, the agency concludes that: (1) The proposed use of the additive is safe, (2) the additive can achieve its intended technical effect, and therefore, (3) the regulations in 21 CFR part 177 should be amended as set forth below in this document.

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 § 171.1(h), the agency will delete from the