

**FOR FURTHER INFORMATION CONTACT:**  
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 or at address <http://www.alaska.faa.gov/at>.

**SUPPLEMENTARY INFORMATION:**

**History**

On June 12, 1998, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Nome, AK, was published in the **Federal Register** (63 FR 32157). The proposal was necessary due to the establishment of GPS instrument approaches to RWY 2, RWY 9, and RWY 27.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received, thus the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1 (63 FR 50139; September 21, 1998). The Class E airspace designations listed in this document will be revised and published subsequently in the Order.

**The Rule**

This amendment to 14 CFR part 71 revises the Class E airspace at Nome, AK, due to the establishment of GPS instrument approaches to RWY 11 and RWY 29. The intended effect of this action is to provide adequate controlled airspace for IFR operations at Nome, AK.

The FAA has determined that these proposed regulations only involve 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 “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, 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 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 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.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of 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*

\* \* \* \* \*

**AAL AK E5 Nome, AK [Revised]**

Nome Airport, AK  
 (Lat. 64°30'44" N., long. 165°26'43" W.)  
 Nome VORTAC  
 (Lat. 64°29'06" N., long. 165°15'11" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Nome Airport and within 14 miles of the Nome VORTAC extending clockwise from the 002° radial to the 175° radial of the VORTAC and within 20 miles of the Nome VORTAC extending clockwise from the 175° radial to the 305° radial of the VORTAC and within 4 miles north and 8 miles south of the 106° radial of the Nome VORTAC extending from the VORTAC to 16 miles east and within 4 miles north and 8 miles south of the Nome VORTAC 271° radial extending from the 6.6-mile radius to 27 miles west of the VORTAC; and that airspace extending upward from 1,200 feet above the surface within a 39-mile radius of the Nome VORTAC and within 39 miles each side of the Nome VORTAC 092° radial extending from the 39-mile radius to 77.4 miles east of the VORTAC.

\* \* \* \* \*

Issued in Anchorage, AK, on October 28, 1998.

**Trent S. Cummings,**

*Acting Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 98-29629 Filed 11-4-98; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 98-AAL-16]

**Establishment of Class E Airspace; Anaktuvuk Pass, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This rule establishes Class E airspace at Anaktuvuk Pass, AK. The establishment of Global Positioning System (GPS) and Non-Directional Radio Beacon (NDB) instrument approaches at Anaktuvuk Pass, AK, made this action necessary. The Anaktuvuk Pass Airport status is upgraded from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR). The intended effect of this action is to provide adequate controlled airspace for IFR operations at Anaktuvuk Pass, AK.

**EFFECTIVE DATE:** 0901 UTC, December 3, 1998.

**FOR FURTHER INFORMATION CONTACT:**

Robert van Haastert, Operations Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863; fax: (907) 271-2850; email: Robert.van.Haastert@faa.dot.gov. Internet address: <http://162.58.28.41/at> or at address <http://www.alaska.faa.gov/at>.

**SUPPLEMENTARY INFORMATION:**

**History**

On August 5, 1998, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Anaktuvuk Pass, AK, was published in the **Federal Register** (63 FR 41751). The proposal was necessary due to the establishment of GPS and NDB instrument approaches at Anaktuvuk Pass, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received, however, the airspace description incorrectly listed the Anaktuvuk Pass NDB as the VORTAC

which has been reworded to read NDB. The FAA has determined that this change is editorial in nature and will not increase the scope of this rule. Except for the non-substantive change just discussed, the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1 (63 FR 50139; September 21, 1998). The Class E airspace designations listed in this document will be revised and published subsequently in the Order.

### The Rule

This amendment to 14 CFR part 71 revises the Class E airspace at Anaktuvuk Pass, AK, due to the establishment of a GPS instrument approach at Anaktuvuk Pass, AK. The Anaktuvuk Pass Airport status is upgraded from VFR to IFR. The intended effect of this action is to provide adequate controlled airspace for IFR operations at Anaktuvuk Pass, AK.

The FAA has determined that these proposed regulations only involve 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 “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, 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 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 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.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of 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*

\* \* \* \* \*

#### AAL AK E5 Anaktuvuk Pass, AK [New]

Anaktuvuk Pass Airport, AK  
(Lat. 52°13'15" N., long. 174°12'39" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Anaktuvuk Pass Airport and within 5 miles either side of the Anaktuvuk Pass NDB 240° bearing extending from the NDB to 7 miles southwest of the airport.

\* \* \* \* \*

Issued in Anchorage, AK, on October 28, 1998.

#### Trent S. Cummings,

*Acting Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 98–29627 Filed 11–4–98; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 175

[Docket No. 97F–0428]

#### 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 dimethyl-2,6-naphthalenedicarboxylate and 2,6-naphthalenedicarboxylic acid as polybasic acids intended for use as components of resinous and polymeric coatings that contact food. This action is in response to a petition filed by Amoco Corp.

**DATES:** The regulation is effective November 5, 1998; written objections and requests for a hearing by December 7, 1998.

**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:

Mark A. Hepp, Center for Food Safety and Applied Nutrition (HFS–215), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202–418–3098.

**SUPPLEMENTARY INFORMATION:** In a notice published in the **Federal Register** of November 20, 1997 (62 FR 62062), FDA announced that a food additive petition (FAP 7B4555) had been filed by Amoco Corp., One Prudential Plaza, 130 East Randolph St., Chicago, IL 60601–6207. The petition proposed to amend the food additive regulations in § 175.300 *Resinous and polymeric coatings* (21 CFR 175.300) to include dimethyl-2,6-naphthalenedicarboxylate and 2,6-naphthalenedicarboxylic acid as polybasic acids intended for use as components of resinous and polymeric coatings that contact food.

FDA has evaluated data in the petition and other relevant material. The agency concludes that the proposed use of the additives as components of resinous and polymeric coatings that contact food is safe, that the additives will have their intended technical effect, and therefore, that the regulation in § 175.300 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 § 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 rule as announced in the notice of filing for FAP 7B4555 (62 FR 62062, November 20, 1997). No new information or comments have been received that would affect the agency's previous determination that there is no significant impact on the human environment and that an environmental impact statement is not required.

This final rule contains no collections of information. Therefore, clearance by the Office of Management and Budget