

actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy-related aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments

submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-ACE-28." The postcard will be date stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

Accordingly, 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 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 7400.9E, *Airspace Designations and Reporting Points*, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

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

* * * * *

ACE NE E5 Fairbury, NE [Revised]

Fairbury Municipal Airport, NE
(Lat. 40°10'55"N., long. 97°10'04"W.)

BUXBI Waypoint

(Lat. 40°06'40"N., long. 97°10'12"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Fairbury Municipal Airport and within 4 miles each side of the 360° bearing from the airport extending from the 6.4-mile radius to 9.6 miles north of the airport, and within 4 miles each side of the 167° bearing from the BUXBI waypoint extending from the 6.4-mile radius to 4.3 miles southeast of the BUXBI waypoint.

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Issued in Kansas City, MO, on August 21, 1998.

Christopher R. Blum,

Manager, Air Traffic Division, Central Region.

[FR Doc. 98-24708 Filed 9-14-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96-AWP-26]

Establishment of Class E Airspace; Willits, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the airport location of a Final Rule that was published in the **Federal Register** on August 12, 1998 (63 FR 43074), Airspace Docket No. 96-AWP-26.

EFFECTIVE DATE: 0901 UTC October 8, 1998.

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

Federal Register Document 98-21608, Airspace Docket No. 96-AWP-26, published on August 12, 1998 (63 FR 43074), established a Class E airspace area at Willits, CA. An error was discovered in the airport location for the Ells Field-Willits Municipal Airport, Willits, CA. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airport location for the Class E airspace area at Ells Field-Willits Municipal Airport, Willits, CA, as published in the **Federal Register** on August 12, 1998 (63FR 43074), (Federal Register Document 98-21068; page 43074, column 3 is corrected as follows:

§ 71.1 [Corrected]

* * * * *

AWP CA E5 Willits, CA [New]

By removing "Ells Field-Willits Municipal Airport, AZ" and substituting "Ells Field-Willits Municipal Airport, CA"

* * * * *

Issued in Los Angeles, California, on August 24, 1998.

Dawna J. Vicars,

*Assistant Manager, Air Traffic Division,
Western-Pacific Region.*

[FR Doc. 98-24711 Filed 9-14-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 95-AWP-6]

Realignment of VOR Federal Airway V-485; San Jose, CA

RIN 2120-AA66

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action alters Federal Airway 485 (V-485) from the Priest, CA, Very High Frequency Omnidirectional Range (VOR) to the San Jose Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME). The FAA is taking this action to improve traffic flow, reduce pilot and controller workload, and support an instrument approach procedure.

EFFECTIVE DATE: 0901 UTC, December 3, 1998.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On July 18, 1995, the FAA proposed to amend 14 CFR part 71 to alter V-485

from the Priest, CA, VOR to the San Jose, CA, VOR/DME (60 FR 36751).

On June 2, 1997, the FAA published a supplemental notice of proposed rulemaking (SNPRM) in the **Federal Register** which modified the proposed new routing to add an intersection along V-485 between the Priest VOR and the San Jose VOR/DME (62 FR 29679).

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 original proposal or the amended proposal were received. Except for editorial changes, this amendment is the same as that proposed in the SNPRM.

Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The airway listed in this document will be published subsequently in the Order.

The Rule

This action amends 14 CFR part 71 by modifying V-485. This action relocates V-485 approximately 1 nautical mile to the northeast from its previous routing, and amends the Federal airway to end at the San Jose VOR/DME. This action enhances safety and reduces pilot and controller workload, while accommodating the concerns of airspace users.

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 9565, 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 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6010(a) Domestic Federal Airways

* * * * *

V-485 [Revised]

From Ventura, CA; Fellows, CA; Priest, CA; INT Priest 306° and San Jose 121° radials; San Jose, CA. The airspace within W-289 and R-2519 more than 3 statute miles west of the airway centerline and the airspace within R-2519 below 5,000 feet MSL is excluded.

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Issued in Washington, DC, on September 8, 1998.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 98-24710 Filed 9-14-98; 8:45 am]

BILLING CODE 4910-13-P

FOOD AND DRUG ADMINISTRATION**21 CFR Part 178****Indirect Food Additives: Adjuvants, Production aids, and Sanitizers****CFR Correction**

In Title 21 of the Code of Federal Regulations, parts 170 to 199, revised as of April 1, 1998, page 349, § 178.2010 is corrected in the table in paragraph (b), in the entry for 2,2'-Ethylidenebis(4,6-di-*tert*-butylphenol) (CAS Reg. No. 35958-30-6) by inserting the following between the words "chapter" and "food" in the first line in entry 10:

§ 178.2010 Antioxidants and/or stabilizers for polymers.

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