

pressure messages are active, prior to further flight, accomplish the corrective actions specified in Step 1.a.(1) of Boeing Service Letter 777-SL-24-025, dated August 18, 1999, in accordance with that service letter.

#### Flight Test After Replacement of Backup Generators

(e) For all airplanes: As of 14 days after the effective date of this AD, following any replacement of the backup generator on both the left and right engines, accomplish paragraphs (e)(1) and (e)(2) of this AD at the times specified in those paragraphs.

(1) Prior to any ETOPS flight, conduct a non-revenue test flight of at least one hour in duration, or a non-ETOPS flight that is either a non-revenue or revenue flight of at least one hour in duration.

(2) Prior to further flight after accomplishment of the action required by paragraph (e)(1) of this AD: Verify accomplishment of the maintenance actions required by paragraph (d)(1), (d)(2), or (d)(3) of this AD, as applicable.

#### Alternative Methods of Compliance

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

#### Special Flight Permits

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

#### Incorporation by Reference

(h) Except as provided by paragraphs (a) and (d)(3)(i) of this AD, the actions shall be done in accordance with Rolls-Royce Service Bulletin RB.211-72-C813, Revision 1, dated July 16, 1999; Boeing Service Letter 777-SL-24-023-B, dated August 16, 1999; Boeing Service Letter 777-SL-24-024, dated August 16, 1999; or Boeing Service Letter 777-SL-24-025, dated August 18, 1999; as applicable. This incorporation by reference was approved previously by the Director of the Federal Register as of December 23, 1999 (64 FR 68618, December 8, 1999). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) The effective date of this amendment remains December 23, 1999.

Issued in Renton, Washington, on December 16, 1999.

**D.L. Riggin,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-33167 Filed 12-21-99; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ANM-08]

#### Establishment of Class E Airspace; Glendive, MT; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published on November 15, 1999 that inadvertently listed a wrong airway number in the legal description. This action corrects the final rule by reflecting the proper name of the airway in the legal description.

**EFFECTIVE DATE:** 0901 UTC, December 30, 1999.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 99-ANM-08, 1601 Lind Avenue S.W., Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

**SUPPLEMENTARY INFORMATION:** On November 15, 1999, the FAA published a final rule that established Class E airspace at Glendive, MT (64 FR 61785). However, that action erroneously listed an airway as V-493, instead of V-439. This action corrects the final rule by reflecting the proper airway.

#### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E airspace description at Glendive, MT, as published in the **Federal Register** on November 15, 1999, (64 FR 61785), (**Federal Register** Document No. 99-29681) is corrected as follows:

#### § 71.8 [Corrected]

1. On page 61786, in column 2, the airspace description in FAA Order 7400.9G incorporated by reference in 14 CFR 71.1 is corrected to read as follows:

*Paragraph 6006 Class E airspace designated as an en route domestic airspace area.*

\* \* \* \* \*

#### Glendive, MT [New]

That airspace extending upward from 1200 feet AGL bounded on the east by the west edge of V-439, on the south by the north

edge of V-2, and on the northwest by the southeast edge of V-545.

\* \* \* \* \*

Issued in Seattle, Washington, on December 2, 1999.

**Daniel A. Boyle,**

*Assistant Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 99-33217 Filed 12-21-99; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 177

[Docket No. 97F-0116]

#### 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 4-methylpentene-1 copolymers resulting from the copolymerization of 4-methylpentene-1 and 1-alkenes having from 12 to 18 carbon atoms for use in contact with food. This action is in response to a petition filed on behalf of Mitsui Petrochemical Industries, Ltd.

**DATES:** The regulation is effective December 22, 1999; written objections and requests for a hearing by January 21, 2000.

**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:** Parvin M. Yasaei, Center for Food Safety and Applied Nutrition (HFS-215), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-418-3023.

**SUPPLEMENTARY INFORMATION:** In a notice published in the **Federal Register** of April 1, 1997 (62 FR 15526), FDA announced that a food additive petition (FAP 7B4534) had been filed by Mitsui Petrochemical Industries, Ltd., c/o Keller and Heckman, 1001 G St. NW., suite 500 West, Washington, DC 20001. The petition proposed to amend the food additive regulations in § 177.1520 *Olefin polymers* (21 CFR 177.1520) to provide for the safe use of 4-methylpentene-1 copolymers manufactured by the catalytic copolymerization of 4-methylpentene-1 with 1-alkenes having from 12 to 18 carbon atoms in contact with food.