

Office of Management and Budget (OMB) under the provisions of 44 U.S.C. chapter 35 and have been assigned OMB control numbers 0575-0109 and 0575-0110 in accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3507). This rule does not revise or impose any new information collection or recordkeeping requirements.

**Unfunded Mandates Reform Act**

Title II of the Unfunded Mandates Reform Act of 1995 (UMRA), Pub. L. 104-4, establishes requirements for Federal agencies to assess the effects of their regulatory actions on State, local, and tribal governments and the private sector. Under section 202 of the UMRA, the Agencies generally must prepare a written statement, including a cost benefit analysis, for proposed and final rules with "Federal mandates" that may result in expenditures to State, local, or tribal governments, in the aggregate, or to the private sector, of \$100 million or more in any one year. When such a statement is needed for a rule, section 205 of the UMRA generally requires the Agencies to identify and consider a reasonable number of regulatory alternatives and adopt the least costly, more cost-effective or least burdensome alternative that achieves the objectives of the rule.

This rule contains no Federal mandates (under regulatory provisions of title II of the UMRA) for State, local, and tribal governments or the private sector. Thus, this rule is not subject to the requirements of sections 202 and 205 of the UMRA.

**Regulatory Flexibility Act**

The undersigned certify that this rule will not have a significant impact on a substantial number of small entities as defined under the Regulatory Flexibility Act. Pub. L. 96-534, as amended (5 U.S.C. 601). No actions are being taken under this rule that affect small entities. These changes only affect Agency recordkeeping. Therefore, a Regulatory Flexibility Analysis has not been prepared.

**Environmental Impact Statement**

It is the determination of the issuing Agencies that this action is not a major Federal action significantly affecting the environment and, in accordance with the National Environmental Policy Act of 1969, Pub. L. 91-190, an Environmental Impact Statement is not required.

**Executive Order 12988**

This rule has been reviewed in accordance with Executive Order 12988, Civil Justice Reform. In accordance with

this rule: (1) All State and local laws and regulations that are in conflict with this rule will be preempted; (2) no retroactive effect will be given to this rule; and (3) administrative proceedings in accordance with 7 CFR parts 11, and 1900, subpart B or 780, as applicable, must be exhausted before bringing suit in court challenging action taken under this rule unless those regulations specifically allow bringing suit at an earlier time.

**List of Subjects in 7 CFR Part 1955**

Foreclosure, Government acquired property, Government property management Chapter XVIII, title 7, Code of Federal Regulations is amended as follows:

**PART 1955—PROPERTY MANAGEMENT**

1. The authority citation for part 1955 continues to read as follows:

**Authority:** 5 U.S.C. 301; 7 U.S.C. 1989; 42 U.S.C. 1480.

**Subpart A—Liquidation of Loans Secured by Real Estate and Acquisition of Real and Chattel Property**

2. Section 1955.3 is amended by revising the definitions of "Nonrecoverable costs" and "Recoverable costs" to read as follows:

**§ 1955.3 Definitions.**

\* \* \* \* \*

*Nonrecoverable cost* is a contractual or noncontractual program loan cost expense not chargeable to a borrower, property account, or part of the loan subsidy.

\* \* \* \* \*

*Recoverable cost* is a contractual or noncontractual program loan cost expense chargeable to a borrower, property account, or part of the loan subsidy.

\* \* \* \* \*

**Subpart B—Management of Property**

3. Section 1955.53 is amended by revising the definitions of "Nonrecoverable costs" and "Recoverable costs" to read as follows:

**§ 1955.53 Definitions.**

\* \* \* \* \*

*Nonrecoverable cost* is a contractual or noncontractual program loan cost expense not chargeable to a borrower, property account, or part of the loan subsidy.

\* \* \* \* \*

*Recoverable cost* is a contractual or noncontractual program loan expense

chargeable to a borrower, property account, or part of the loan subsidy.

\* \* \* \* \*

**§§ 1955.67—1955.71 [Removed and Reserved]**

4. Sections 1955.67 through 1955.71 are removed and reserved.

Dated: May 19, 1998.

**Jan E. Shadburn,**  
*Administrator, Rural Housing Service.*

Dated: May 21, 1998.

**William P. Hagy,**  
*Acting Administrator, Rural Business-Cooperative Service.*

Dated: May 28, 1998.

**Wally B. Beyer,**  
*Administrator, Rural Utilities Service.*

Dated: June 1, 1998.

**Keith Kelly,**  
*Administrator, Farm Service Agency.*  
[FR Doc. 98-20393 Filed 8-4-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 98-CE-54-AD; Amendment 39-10584; AD 98-12-31]

RIN 2120-AA64

**Airworthiness Directives; British Aerospace Jetstream Model 3101 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action confirms the effective date of Airworthiness Directive (AD) 98-12-31, which applies to certain British Aerospace Jetstream Model 3101 airplanes. AD 98-12-31 requires repositioning the fuel cross feed pipes in the lower center fuselage to give an overall clearance of 2 inches when measuring from the bottom of Frame Station 223. This AD was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the United Kingdom. The actions specified in this AD are intended to prevent the fuel pipe from fracturing during a wheels up landing because of the positioning of the fuel cross feed pipes, which could result in an airplane fire.

**EFFECTIVE DATE:** September 10, 1998.

**FOR FURTHER INFORMATION CONTACT:** Mr. S.M. Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate,

Aircraft Certification Service, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with request for comments in the **Federal Register** on June 12, 1998 (63 FR 32121). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA anticipates that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, was received within the comment period, the regulation would become effective on September 10, 1998. No adverse comments were received, and thus this notice confirms that this final rule will become effective on that date.

Issued in Kansas City, Missouri, on July 28, 1998.

**Michael Gallagher,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-20839 Filed 8-4-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AAL-7]

#### Revision of Class E Airspace; Barrow, AK

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

**ACTION:** Final rule.

**SUMMARY:** This rule modifies Class E airspace at Barrow, AK. The establishment of Global Positioning System (GPS) instrument approaches to runway (RWY) 6 and RWY 24 at Wiley Post-Will Rogers Memorial Airport, Barrow, AK, made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Barrow, AK.

**EFFECTIVE DATE:** 0901 UTC, October 8, 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://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

**SUPPLEMENTARY INFORMATION:**

**History**

On April 20, 1998, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace at Barrow, AK, was published in the **Federal Register** (63 FR 19429). The proposal was necessary due to establishment of GPS instrument approaches to RWY 6 and RWY 24 at Barrow, 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 Point Barrow LRRS Airport was shut down and abandoned in December 1991. The airspace within 6.5-mile radius of the Point Barrow LRRS Airport therefore is no longer required. Elimination of this airspace will reduce the burden to the public. References to the Point Barrow LRRS Airport 6.5-mile radius have been removed from the Barrow, AK, legal description. The Barrow, AK, legal description was changed to reflect this removal by: (1) the intersection of the Barrow 345° radial and the 6.5-mile radius of the Point Barrow LRRS Airport has been replaced with the latitude/longitude coordinates: 71° 25' N, 156° 55' W and (2) the 1,200 foot airspace boundary line will connect to the northeast corner of the existing 700 foot airspace boundary at 71° 21' 02" N, 156° 00' 41" W. The Federal Aviation Administration has determined that these changes are 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 coordinates for this airspace docket are based on North American Datum 83. The area will be depicted on aeronautical charts for pilot reference. The Class E airspace designated 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9E, *Airspace Designations and Reporting Points*, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1 (62 FR 52491; October 8, 1997). 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 Barrow, AK. The establishment of the GPS

instrument approaches to RWY 6 and RWY 24 have made this action necessary. The intended effect of this proposal is to provide adequate controlled airspace for IFR operations at Barrow, 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 7400.9E, *Airspace Designations and Reporting Points*, dated September 10, 1997, and effective September 16, 1997, is to be 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 Barrow, AK**

Barrow/Wiley Post-Will Rogers Memorial Airport, AK  
(Lat. 71° 17' 08" N, long. 156° 45' 58" W)  
Barrow VORTAC  
(Lat. 71° 16' 24" N, long. 156° 47' 18" W)  
Barrow Localizer