

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

[Airspace Docket No. 97–AAL–11]

**Revocation of Class E Airspace; Wrangell, AK, and Petersburg, AK****AGENCY:** Federal Aviation Administration (FAA) DOT.**ACTION:** Final rule.

**SUMMARY:** This action revokes the Class E surface area airspace at Wrangell, AK, and Petersburg, AK. Plans to develop Required Navigation Performance (RNP) instrument approach procedures at these airports have been canceled or delayed indefinitely. Consequently, the surface areas at Wrangell Airport and Petersburg James A Johnson Airport are not longer necessary for air traffic operations. This action will result in the affected airspace reverting to Class G.

**EFFECTIVE DATE:** 0901 Coordinated Universal Time (UTC), April 16, 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; email: Robert.van.Haastert@faa.dot.gov; Internet: <http://www.alaska.faa.gov/at> or at <http://www.mmac.jccbi.gov/aal/at> or at <http://162.58.28.41/at>.

**SUPPLEMENTARY INFORMATION:****Background**

In May 1996, rulemaking actions were initiated to create surface area airspace at the Wrangell Airport and the Petersburg James A Johnson Airport to support new RNP instrument approach procedures. Alaska Airlines planned to develop RNP approaches to runways 27 and 9 at Wrangell Airport, and for runways 4 and 22 at Petersburg James A Johnson Airport. These new RNP approaches were to be designed with minimums below 700 feet Above Ground Level (AGL). The establishment of surface areas at both airports were requested and the Notice of Proposed Rulemaking (NPRM) was published June 24, 1996 (61 FR 32372). No comments to the NPRM were received and the final rule was published October 16, 1996 (61 FR 53844), establishing new surface areas for Wrangell Airport and Petersburg James A Johnson Airport. After the Juneau Sectional Aeronautical Chart, 37th edition, was published on April 24, 1997, the FAA received one Congressional Inquiry and additional letters of concern and objections to the

surface areas at both airports. Letters have been received from Sunrise Aviation INC., Nordic Air, Temsco Helicopters INC., Pacific Wing INC., Taquan Air, and Hawkair Aviation Services LTD objecting to the establishment of these surface areas without an apparent purpose and usage. Alaska Airlines has informed the FAA that their RNP instrument approach development for Wrangell Airport and Petersburg James A Johnson Airport has been delayed and that development of new RNP approaches is not scheduled in the immediate future.

On December 3, 1997, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Wrangell, AK, and Petersburg, AK, was published in the **Federal Register** (62 FR 63917). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No negative comments to the proposal were received. Letters confirming their support for this proposal were received from Sunrise Aviation INC., Nordic Air, Temsco Helicopters INC., Pacific Wing INC., Taquan Air, and Hawkair Aviation Services LTD. Thus, the rule is adopted as written.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revokes the Class E airspace at Wrangell, AK, and Petersburg, AK. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as surface areas for an airport are published in paragraph 6002 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. The Class E airspace designations listed in this document would be removed subsequently from the Order.

The FAA has determined that this proposed regulation only involves 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 amended as follows:

*Paragraph 6002 The Class E airspace areas listed below are designated as a surface area for an airport.*

*	*	*	*	*
AAL	AK	E2	Petersburg,	AK [Removed]
*	*	*	*	*
AAL	AK	E2	Wrangell,	AK [Removed]
*	*	*	*	*

Issued in Anchorage, AK, on March 9, 1998.

**Willis C. Nelson,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 98–6820 Filed 3–16–98; 8:45 am]

BILLING CODE 4910–13–M

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

[Airspace Docket No. 97–ASW–25]

**Revision of Class E Airspace; Gallup, NM****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Direct Final Rule; Withdrawal.

**SUMMARY:** This action withdraws a Direct Final Rule (DFR) published in the **Federal Register** on December 15, 1997, which revised the Class E airspace at

Gallup, NM. The DFR was to provide adequate controlled airspace extending upward from 700 feet above the surface for Instrument Flight Rules (IFR) operations at Gallup Municipal Airport, Gallup, NM. The description of the airspace in the DFR incorrectly described the airspace necessary to contain aircraft IFR operations at Gallup, NM. Accordingly, the DFR as published, is withdrawn.

**DATES:** The direct final rule published at 62 FR 65606 is withdrawn on March 17, 1998.

**FOR FURTHER INFORMATION CONTACT:**

Donald J. Day, System Management Branch, Federal Aviation Administration, Southwest Region, Fort Worth, TX 76193-0530 telephone 817-222-5593.

**SUPPLEMENTARY INFORMATION:** On December 15, 1997 (62 FR 65606), a DFR was published in the **Federal Register** to revise Class E airspace at Gallup, NM. The intended effect of the DFR was to provide adequate controlled airspace extending upward from 700 feet or more above the surface for IFR operations at Gallup Municipal Airport, Gallup, NM. The description of the airspace in the DFR incorrectly described the airspace necessary to contain aircraft IFR operations at Gallup, NM. Accordingly, the DFR published in the **Federal Register** on December 15, 1997 (62 FR 65606) is withdrawn. Since this action only withdraws a DFR, it is neither a proposed nor a final rule and therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Withdrawal of Direct Final Rule**

Accordingly, pursuant to the authority delegated to me, Airspace Docket No. 97-ASW-25, as published in the **Federal Register** on December 15, 1997 (62 FR 65606), is withdrawn.

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

Issued in Fort Worth, TX, on March 4, 1998.

**Albert L. Viselli,**

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

[FR Doc. 98-6816 Filed 3-16-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-ASW-26]

**Revision of Class E Airspace; Eastland, TX**

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

**ACTION:** Direct Final Rule; Withdrawal.

**SUMMARY:** This action withdraws the Direct Final Rule (DFR) published in the **Federal Register** on February 12, 1998, which revised Class E airspace at Eastland, TX. The DFR was to provide adequate controlled airspace extending upward from 700 feet above the surface for Instrument Flight Rules (IFR) operations at Eastland Municipal Airport, Eastland, TX. The description of the airspace in the DFR incorrectly described the airspace necessary to contain aircraft IFR operations at Eastland, TX. Accordingly, the DFR as published, is withdrawn.

**DATES:** The direct final rule published at 63 FR 7063 is withdrawn on March 17, 1998.

**FOR FURTHER INFORMATION CONTACT:**

Donald J. Day, Airspace Branch, Federal Aviation Administration, Southwest Region, Fort Worth, TX 76193-0530; telephone 817-222-5593.

**SUPPLEMENTARY INFORMATION:** On February 12, 1998 (63 FR 7063), a DFR was published in the **Federal Register** to revise Class E airspace at Eastland, TX. The intended effect of the DFR was to provide adequate controlled airspace extending upward from 700 feet or more above the surface for IFR operations at Eastland Municipal Airport, Eastland, TX. The description of the airspace in the DFR incorrectly described the airspace necessary to contain aircraft IFR operations at Eastland Municipal Airport, Eastland, TX. Accordingly, the DFR published in the **Federal Register** on February 12, 1998, is withdrawn. Since this action only withdraws a DFR, it is neither a proposed nor a final rule and therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Withdrawal of Direct Final Rule**

Accordingly, pursuant to the authority delegated to me, Airspace Docket No. 97-ASW-26, as published in

the **Federal Register** on February 12, 1998 (63 FR 7063), is withdrawn.

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

Issued in Fort Worth, TX, on March 4, 1998.

**Albert L. Viselli,**

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

[FR Doc. 98-6817 Filed 3-16-98; 8:45 am]

BILLING CODE 4910-13-M

**NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

**14 CFR Part 1274**

**Miscellaneous Revisions to the NASA Grant and Cooperative Agreement Handbook, Section D**

**AGENCY:** National Aeronautics and Space Administration (NASA).

**ACTION:** Final rule.

**SUMMARY:** The NASA Grant and Cooperative Agreement Handbook regulation is published in the Code of Federal Regulations. This is a final rule to amend the Handbook to: require the centers to discuss whether any special provisions might be needed for a cooperative agreement which extends over three years or requires a NASA cash contribution of more than \$20M; require that NASA non-cash contributions reflect the total cost of those contributions; require that a NASA Form 1678 be used to designate the NASA Technical Officer on cooperative agreements; require that a new provision be used which summarizes the reports required to be submitted under the cooperative agreement; and miscellaneous changes made to conform to the new FAR Part 15.

**EFFECTIVE DATE:** March 17, 1998.

**FOR FURTHER INFORMATION CONTACT:** Thomas L. Deback, NASA, Office of Procurement, Contract Management Division (Code HK), (202) 358-0431.

**SUPPLEMENTARY INFORMATION:**

**Background**

The NASA Grant and Cooperative Agreement Handbook is the NASA regulation for awarding and administering grants and cooperative agreements (14 CFR Part 1260). Subpart D provides the policy and text of provisions for cooperative agreements with commercial firms and addresses NASA's authority, definitions, applicability, amendments, publications, deviations, pre-award