

TABLE 2—PATTERNS OF DISCLOSURES—Continued

	1	2
	Base case	Lower residual
(2) Cap. Cost Reduction .....	– 2000	– 2000
(3) Adjusted Cap. Cost .....	=18,000	=18,000
(4) Residual Value .....	– 12,000	– 10,500
(5) Depreciation .....	=6000	=7500
(6) Rent Charge .....	+1500	+0
(7) Amount of Periodic Payments .....	=7500	=7500
(8) Lease Term .....	24	24
(9) Base Monthly Payment .....	312.50	312.50
<b>Additional Information about Transaction</b>		
(10) Sale Price of Vehicle .....	12,000	12,000
(11) Gain on Sale .....	0	1500
(12) Recovery of Adjusted Cap. Cost .....	19,500	19,500

TABLE 3.—PATTERNS OF DISCLOSURES

	1	2	3
	Subvent residual	Subvent rebate	Subvent lease charge
(1) Gross Cap. Cost .....	20,000	20,000	20,000
(2) Cap. Cost Reduction .....	– 2000	– 3500	– 2000
(3) Adjusted Cap. Cost .....	=18,000	=16,500	=18,000
(4) Residual Value .....	– 13,500	– 12,000	– 12,000
(5) Depreciation .....	=4500	=4500	=6000
(6) Rent Charge .....	+1500	+1500	+0
(7) Amount of Periodic Payments .....	=6000	=6000	=6000
(8) Lease Term .....	24	24	24
(9) Base Monthly Payment .....	250	250	250
<b>Additional Information about Transaction</b>			
(10) Sale Price of Vehicle .....	12,000	12,000	12,000
(11) Gain on Sale .....	(1500)	0	0
(12) Recovery of Adjusted Cap. Cost .....	18,000	18,000	18,000

By order of the Board of Governors of the  
Federal Reserve System, September 27, 1996.  
William W. Wiles,  
*Secretary of the Board.*  
[FR Doc. 96–25273 Filed 10–4–96; 8:45 am]  
BILLING CODE 6210–01–P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71****[Airspace Docket No. 96–AWP–19]****Revocation of Class D Airspace;  
Alameda, CA****AGENCY:** Federal Aviation  
Administration (FAA), DOT.**ACTION:** Final Rule.

**SUMMARY:** This action revokes the Class D airspace area at Alameda, CA. The base closure of Alameda Naval Air Station (NAS) has made this action

necessary. The intended effect of this action is to revoke controlled airspace since the purpose and requirements for the surface area no longer exist at Alameda NAS (Nimitz Field), CA.

**EFFECTIVE DATE:** 0901 UTC December 5, 1996.

**FOR FURTHER INFORMATION CONTACT:**

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**SUPPLEMENTARY INFORMATION:****History**

On August 27, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR part 71) by revoking the Class D airspace area at Alameda, CA (61 FR 44008). This action will revoke controlled airspace since the purpose and requirements for the surface area no longer exists at Alameda NAS (Nimitz Field), CA. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposals to the FAA. No comments to the proposal were received. Class D airspace designations are published in paragraph 5000 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designations listed in this document will be removed subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revokes the Class D airspace area at Alameda, CA. The base closure of Alameda Naval Air Station (NAS) has made this action necessary. The intended effect of this action is to revoke controlled airspace since the purpose and requirements for the surface area no longer exist at Alameda NAS (Nimitz Field), CA.

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 10034; 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—[AMENDED]**

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; 14 CFR 11.69.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

*Paragraph 5000 Class D airspace.*

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AWPCAD Alameda NAS, CA [Removed]

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Issued in Los Angeles, California, on September 25, 1996.

James H. Snow,

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

[FR Doc. 96–25606 Filed 10–4–96; 8:45 am]

**BILLING CODE 4910–13–M**

**14 CFR Part 71**

**[Airspace Docket No. 96–AWP–10]**

**Establishment of Class E Airspace; Groveland, CA**

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

**ACTION:** Final Rule.

**SUMMARY:** This action establishes a Class E airspace area at Groveland, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 09/27 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Pine Mountain Lake Airport, Groveland, CA.

**EFFECTIVE DATE:** 0901 UTC December 5, 1996.

**FOR FURTHER INFORMATION CONTACT:**

William Buck, Airspace specialist, Operations Branch, AWP–530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725–6556.

**SUPPLEMENTARY INFORMATION:****History**

On August 30, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by established a Class E

airspace area at Groveland, CA, (61 FR 45919). This action will provide adequate controlled airspace to accommodate a GPS SIAP to RWY 09/27 at Pine Mountain Lake Airport, Groveland, CA.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in this Order.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace area at Groveland, CA. The development of a GPS SIAP to RWY 09/27 has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GSP RWY 09/27 SIAP at Pine Mountain Lake Airport, Groveland, CA.

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 10034; 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—[AMENDED]**

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; 14 CFR 11.69.