

**Appendix A to Part 203 [Amended]**

3. Appendix A to Part 203 is amended as follows:

a. Paragraph I.A.1. is amended by revising the figure "\$10 million" to read "\$28 million"; and

b. The undesignated paragraph EXAMPLE at the end of paragraph I.A. is amended by revising the figure "\$10 million" to read "\$28 million".

**Supplement I to Part 203 [Amended]**

4. In Supplement I to Part 203, under Section 203.3—Exempt Institutions, under 3(a) *Exemption based on location, asset size, or number of home-purchase loans*, the second sentence of paragraph 1., *General* is amended by revising the figure "\$10 million" to read "\$28 million".

By order of the Board of Governors of the Federal Reserve System, January 16, 1997.

**William W. Wiles,**

*Secretary of the Board.*

[FR Doc. 97-1670 Filed 1-23-97; 8:45 am]

BILLING CODE 6210-01-P

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

[Airspace Docket No. 96-ASO-23]

**Establishment of Class E2 Airspace; Somerset, KY**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes Class E2 airspace at Somerset, KY, for the Somerset-Pulaski County-J.T. Wilson Field Airport. An automated weather observing system has been installed at the airport, which transmits the required weather observations continuously to Indianapolis Center, the controlling facility for the airport. Therefore, the airport now meets the criteria for Class E2 surface area airspace.

**EFFECTIVE DATE:** 0901 UTC, March 27, 1997.

**FOR FURTHER INFORMATION CONTACT:** Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

**SUPPLEMENTARY INFORMATION:**

**History**

On November 21, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR

Part 71) by establishing Class E2 airspace at Somerset, KY (61 FR 59206). This action will provide adequate Class E airspace for IFR operations at Somerset-Pulaski County-J.T. Wilson Airport.

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 proposal were received. Class E airspace areas designated as a surface area for an airport are published in Paragraph 6002 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996. The Class E airspace designation listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E2 airspace at Somerset, KY. An automated weather observing system has been installed at the Somerset-Pulaski County-J.T. Wilson Airport. This system transmits the required weather observations continuously to the Indianapolis Air Route Traffic Control Center, which is the controlling facility for the airport. Therefore, the airport now meets the criteria for Class E2 surface area airspace.

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. 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 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; EO 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 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 6002 Class E airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

**ASO KY E2 Somerset, KY [New]**

Somerset-Pulaski County-J.T. Wilson Field Airport, KY

(Lat. 37°03'17" N, long. 84°36'52" W)

Bowling Green VORTAC

(Lat. 36°55'43" N, long. 86°26'36" W)

Within a 4-mile radius of Somerset-Pulaski County-J.T. Wilson Field Airport.

\* \* \* \* \*

Issued in College Park, Georgia, on January 14, 1997.

**Wade T. Carpenter,**

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

[FR Doc. 97-1782 Filed 1-23-97; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Airspace Docket No. 96-AAL-25]

**Establishment of Class E Airspace; Point Lay Long Range Radar Site (LRRS), AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Point Lay LRRS, AK. The development of non-directional beacon (NDB) and Global Positioning System (GPS) instrument approaches to runway (RWY) 05 at Point Lay LRRS, AK, has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Point Lay LRRS Airport, AK.

**EFFECTIVE DATE:** 0901 UTC, March 27, 1997.

**FOR FURTHER INFORMATION CONTACT:** Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863.

## SUPPLEMENTARY INFORMATION:

## History

On October 16, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Point Lay LRRS was published in the **Federal Register** (61 FR 53878). The development of GPS and NDB instrument approach procedures to RWY 05 at Point Lay LRRS, AK, have made this action necessary.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposals were received, thus the rule is adopted as written.

The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996. Paragraph 6005 is incorporated by reference in 14 CFR 71.1 (61 FR 48403; September 13, 1996). The Class E airspace designations listed in this document will be published subsequently in the Order.

## The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace located at Point Lay LRRS, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures.

The Federal Aviation Administration 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 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. 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

## § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of 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 6005 Class E airspace extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

## AAL AK E5 Point Lay LRRS, AK [New]

Point Lay LRRS Airport, AK

(Lat. 69°43'43" N, long. 163°01'02" W)

Point Lay NDB

(Lat. 69°44'04" N, long. 163°00'49" W)

YAZGA Waypoint

(Lat. 69°14'27" N, long. 159°47'56" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point Lay LRRS Airport; and that airspace extending upward from the 1,200 feet above the surface within 5 miles north and 6 miles south of the 248° bearing from the Point Lay NDB extending from the 6.5-mile radius to 17 miles southwest, and 4 miles either side of a line from Point Lay NDB to YAZGA Waypoint.

\* \* \* \* \*

Issued in Anchorage, AK, on January 15, 1997.

**Willis C. Nelson,**

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 97-1772 Filed 1-23-97; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Part 71

## [Airspace Docket No. 96-AAL-24]

## Establishment of Class E Airspace; Klawock, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Klawock Airport, AK. The development of non-directional beacon (NDB) and Global Positioning System (GPS) instrument approaches to runway

(RWY) 1 at Klawock, AK, have made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Klawock Airport, AK.

**EFFECTIVE DATE:** 0901 UTC, March 27, 1997.

## FOR FURTHER INFORMATION CONTACT:

Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863.

## SUPPLEMENTARY INFORMATION:

## History

On October 16, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Klawock was published in the **Federal Register** (61 FR 53887). The development of NDB and GPS instrument approach procedures to RWY 1 at Klawock Airport, AK, have made this action necessary.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposals were received, thus the rule is adopted as written.

The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200-foot transition areas are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996. Paragraph 6005 is incorporated by reference in 14 CFR 71.1 (61 FR 48403; September 13, 1996). The Class E airspace designations listed in this document will be published subsequently in the Order.

## The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class E airspace located at Klawock, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing instrument landing and departing procedures.

The Federal Aviation Administration 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