

1999. Reflecting this fact, the FDIC's rule requires that loans under the program must be fully amortized by December 31, 1998. 12 CFR 324.3(b).

In light of the statutory termination of the agricultural loan loss amortization program, the FDIC is removing 12 CFR part 324, effective January 1, 1999, to obviate the need for any regulatory action in the future. Prior to that date, an annotation to part 324 in title 12 of the Code of Federal Regulations would indicate the effective date for removal of the part.

Exemption from Public Notice and Comment

The FDIC believes that it is unnecessary to seek public comment on this rule because the agricultural loan loss amortization program becomes obsolete by operation of law on January 1, 1999. Accordingly, the rule is being adopted in final, rather than proposed, form with a protracted effective date that will coincide with cessation of the statutory program.

Regulatory Flexibility Act

Pursuant to section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 605(b)), the FDIC hereby certifies that this regulation will not have a significant economic impact on a substantial number of small entities because only three institutions are affected. Accordingly, a regulatory flexibility analysis is not required. This regulation has no material impact on insured depository institutions and state nonmember banks, regardless of size.

Paperwork Reduction Act

The collection of information contained in 12 CFR 324.7 has been approved by the Office of Management and Budget (OMB) under OMB Control Number 3064-0091. This final rule will remove as unnecessary, for the reasons set forth in the preamble, that collection of information effective January 1, 1999.

List of Subjects in 12 CFR Part 324

Accounting, Agriculture, Banks, Banking, State nonmember banks, Reporting and recordkeeping requirements.

Authority and Issuance

For the reasons set out in the preamble, and under the authority of 12 U.S.C. 1823(j), chapter III of title 12 of the Code of Federal Regulations is amended as follows:

PART 324—[REMOVED]

1. Part 324 is removed effective January 1, 1999.

By Order of the Board of Directors.

Dated at Washington, D.C., this 17th day of June, 1996.

Federal Deposit Insurance Corporation.

Robert E. Feldman,

Deputy Executive Secretary.

[FR Doc. 96-16724 Filed 6-28-96; 8:45 am]

BILLING CODE 6714-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96-ANM-004]

Amendment of Class E Airspace; Jackson, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jackson, Wyoming, Class E airspace by providing additional controlled airspace to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to the Jackson Hole Airport. A correction is made herein clarifying that the intent of this rulemaking action is to amend existing Class E airspace rather than establish Class E airspace as was stated in the notice of proposed rulemaking action. A minor correction is also being made to the geographic position coordinates of the Jackson Hole Airport. **EFFECTIVE DATE:** 0901 UTC, October 10, 1996.

FOR FURTHER INFORMATION CONTACT:

James C. Frala, Operations Branch, ANM-532.4, Federal Aviation Administration, Docket No. 96-ANM-004, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On April 22, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at Jackson, Wyoming, by providing additional controlled airspace to accommodate a new GPS SIAP to the Jackson Hole Airport (61 FR 17606). A correction is made herein clarifying that the intent of this action is to amend existing Class E airspace rather than establish Class E airspace as was stated in the notice of proposed rulemaking action. A minor correction is also being made to the geographical position coordinates of the Jackson Hole Airport.

Interested parties were invited to participate in the rulemaking

proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations amends Class E airspace at Jackson, Wyoming. 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 FAA 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 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ANM WY E5 Jackson, WY [Revised]
 Jackson Hole Airport, WY
 (lat. 43°36'24"N, long. 110°44'17"W)
 Jackson VOR/DME
 (lat. 43°36'30"N, long. 110°44'05"W)
 Dunoir VOR/DME
 (lat. 43°49'42"N, long. 110°20'08"W)

That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of the Jackson Hole Airport, and within 4.4 miles west and 8.3 miles east of the Jackson VOR/DME 200° radial extending from the VOR/DME to 21.4 miles south of the VOR/DME, and within 2.2 mile each side of the Jackson VOR/DME 020° radial extending from the VOR/DME to 10.5 miles north of the VOR/DME; that airspace extending upward from 1,200 feet above the surface within 7 miles west and 10.5 miles east of the Jackson VOR/DME 020° radial extending from the VOR/DME to 33.5 miles north of the VOR/DME, and within 4.3 miles each side of the Jackson VOR/DME 107° 33.5 radial extending from the VOR/DME to 13.1 miles east of the VOR/DME, and within 5.3 miles north and 7.9 miles south of the Dunoir VOR/DME 102° and 282° radials extending from 7 miles east to 18.2 miles west of the Dunoir VOR/DME, and that airspace south of the Jackson VOR/DME bounded on the east by the southwest edge of V-328, on the south by lat. 42°30'00"N, and on the west by the southeast edge of V-465; excluding the Big Piney, WY, Class E airspace area.

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Issued in Seattle, Washington, on June 12, 1996.

Richard E. Prang,

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

[FR Doc. 96-16734 Filed 6-28-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 96-ANM-008]

Amendment of Class E Airspace; La Grande, Oregon

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the La Grande, Oregon, Class E airspace to accommodate a new Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to the La Grande/Union County Airport. Additionally, this action corrects a typographical error of an airway referenced in the legal description and corrects the spelling of the name of the Class E airspace area that is excluded from this action.

EFFECTIVE DATE: 0901 UTC, October 10, 1996.

FOR FURTHER INFORMATION CONTACT: James C. Frala, Operations Branch, ANM-532.4, Federal Aviation Administration, Docket No. 96-ANM-

008, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On May 2, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at La Grande, Oregon, to accommodate a new GPS SIAP to the La Grande/Union County Airport (61 FR 19593). In the proposed legal description of the Class E airspace, there was a typographical error to an airway and the name of the Class E airspace area that is excluded from this action was misspelled. Those errors are corrected herein.

Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of Federal Aviation Regulations amends Class E airspace at La Grande, Oregon. 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 FAA 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 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ANM OR E5 La Grande, OR

La Grande/Union County Airport, OR

(Lat. 45°17'25"N, long. 118°00'26"W)

Walla Walla VOR/DME

(Lat. 46°05'13"N, long. 118°17'33"W)

That airspace extending upward from 700 feet above the surface bounded on the north by a line beginning at lat. 45°38'59"N, long. 118°02'04"W, extending eastwardly to lat. 45°37'00"N, long. 117°44'34"W, on the east by a line extending to lat. 45°15'29"N, long. 117°49'04"W, on the south by a line extending to lat. 45°17'29"N, long. 118°07'04"W, on the west by a line extending to the point of beginning, and within a 4.3-mile radius of the La Grande/Union County Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 45°38'59"N, long. 118°02'04"W, extending northwest along V-357 to the Walla Walla VOR/DME 16.6-mile radius, thence north along the Walla Walla VOR/DME 16.6-mile radius until intercepting lat. 46°00'00"N, thence eastward along lat. 46°00'00"N, to long. 117°02'00"W, thence south along long. 117°02'00"W until intercepting V-298, thence westward along V-298 to lat. 45°23'30"N, long. 117°47'10"W, to lat. 45°37'00"N, long. 117°44'34"W, thence to the point of beginning, and that airspace bounded on the north by the southwest edge of V-298, on the east by the Boise, ID, Enroute Domestic Airspace Area, on the south by the north edge of V-121, on the west by the east edge of V-182-357, excluding that airspace within Federal airways and the Baker City, OR, Class E airspace area.

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Issued in Seattle, Washington, on June 19, 1996.

Richard E. Prang,

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

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