

**List of Subjects**

*12 CFR Part 600*

Organization and functions (Government agencies).

*12 CFR Part 603*

Privacy.

*12 CFR Part 611*

Agriculture, Banks, Banking, Rural areas.

*12 CFR Part 614*

Agriculture, Banks, Banking, Flood insurance, Foreign trade, Reporting and recordkeeping requirements, Rural areas.

*12 CFR Part 615*

Accounting, Agriculture, Banks, Banking, Government securities, Investments, Rural areas.

*12 CFR Part 618*

Agriculture, Archives and records, Banks, Banking, Insurance, Reporting and recordkeeping requirements, Rural areas, Technical assistance.

*12 CFR Part 619*

Agriculture, Banks, Banking, Rural areas.

Dated: April 8, 1997.

**Floyd Fithian,**

*Secretary, Farm Credit Administration Board.*

[FR Doc. 97-9473 Filed 4-11-97; 8:45 am]

BILLING CODE 6705-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 96-AWP-21]

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

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class E airspace area at Truckee, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 19 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Truckee-Tahoe Airport, Truckee, CA.

**EFFECTIVE DATE:** 0901 UTC May 22, 1997.

**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 March 11, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E airspace area at Truckee, CA (62 FR 11128). This action will provide adequate controlled airspace to accommodate a GPS SIAP to RWY 19 at Truckee-Tahoe Airport, Truckee, 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 a Class E airspace area at Truckee, CA. The development of a GPS SIAP to RWY 19 has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 19 SIAP at Truckee-Tahoe Airport, Truckee, 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 6005 Class E airspace area extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AWP CA 3% Truckee, CA [New]**

Truckee-Tahoe Airport, CA

(Lat. 39°19'12" N, long. 120°08'22" W)

Homewood Seaplane Base, CA

(Lat. 39°05'12" N, long. 120°09'37" W)

Sierraville Dearwater Airport, CA

(Lat 39°34'52" N, long. 120°21'16" W)

That airspace extending upward from 700 feet above the surface beginning at 39°10'00" N, long. 119°56'00" W; to lat. 39°02'00" N, long. 120°20'00" W; to lat. 39°02'00" N, long. 120°34'00" W; to lat. 39°21'00" N, long. 120°34'00" W; to lat. 39°21'00" N, long. 120°42'00" W; to lat. 39°35'00" N, long. 120°42'00" W; to lat. 39°35'00" N, long. 120°23'00" W; to lat. 39°40'00" N, long. 120°16'00" W; to lat. 39°40'00" N, long. 119°56'00" W, thence to the point of beginning, excluding the Reno, NV, Class C and Class E airspace areas, and excluding that airspace within a 1-mile radius of the Homewood Seaplane Base and a 2-mile radius of the Sierraville Dearwater Airport.

\* \* \* \* \*

Issued in Los Angeles, California, on April 2, 1997.

**Sabra W. Kaulia,**

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

[FR Doc. 97-9577 Filed 4-11-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-AWP-5]

**Revision of Class E Airspace; San Francisco, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises the Class E airspace area at San Francisco, CA by revoking the surface area for Alameda NAS (Nimitz Field), CA. A review of airspace classification and air traffic procedures 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 May 22, 1997.

**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 February 12, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR part 71) by revising the Class E airspace area at San Francisco, CA (62 FR 6507). This action will revoke the surface area for Alameda NAS (Nimitz Field), CA since the purpose and requirements for controlled airspace no longer exist.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposals to the FAA. No comments to the proposals 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) revises the Class E airspace area at San Francisco, CA by revoking the surface area for Alameda NAS (Nimitz Field), 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AWP CA E5 San Francisco, CA [Revised]**

San Francisco International, CA  
(Lat. 37°37'08" N, long. 122°22'29" W)  
Metropolitan Oakland International Airport,  
CA

(Lat. 37°43'17" N, long. 122°13'15" W)

That airspace extending upward from 700 feet above the surface bounded on the north by lat. 38°02'00" N, on the east by long. 121°52'04" W, on the south by lat. 37°30'00" N, and on the west by a line extending from lat. 37°30'00" N, long. 122°27'04" W; to lat. 37°34'00" N, long. 122°31'04" W; to lat. 37°55'00" N, long. 122°31'04" W; to lat. 38°02'00" N, long. 122°40'04" W. That airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 38°02'00" N, on the east by line extending from lat. 38°02'00" N, long. 121°37'04" N, long. 121°37'04" W; to lat. 37°38'00" N, long. 121°37'04" W; to lat. 37°38'00" N, long. 121°50'04" W; to lat. 37°30'00" W, long. 121°50'04" W; on the south by lat. 37°30'00"

N, and on the west by the east edges of V-27 and V-199.

\* \* \* \* \*

Issued in Los Angeles, California, on March 28, 1997.

**George D. Williams,**  
*Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 97-9412 Filed 4-11-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-AWP-8]

**Amendment of Class E Airspace; Willcox, AZ**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace area at Willcox, AZ. An airspace review of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 21/3 to Cochise County Airport has made action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations as Cochise County Airport, Willcox, AZ. **EFFECTIVE DATE:** 0901 UTC May 22, 1997.

**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 March 3, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Willcox, AZ (62 FR 9398). This action will provide adequate controlled airspace to accommodate a GPS SIAP to RWY 21/3 at Cochise County Airport, Willcox, AZ.

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