

Statute	Adjusted civil money penalty
<i>Second Tier</i>	39,278
<i>Third Tier</i>	1,963,870
12 U.S.C. 1817(j)(16):	
<i>First Tier</i>	9,819
<i>Second Tier</i>	49,096
<i>Third Tier</i>	1,963,870
12 U.S.C. 1818(i)(2):	
<i>First Tier</i>	9,819
<i>Second Tier</i>	49,096
<i>Third Tier</i>	1,963,870
12 U.S.C. 1820(k)(6)(A)(ii)	323,027
12 U.S.C. 1832(c)	2,852
12 U.S.C. 1847(b)	49,096
12 U.S.C. 1847(d):	
<i>First Tier</i>	3,928
<i>Second Tier</i>	39,278
<i>Third Tier</i>	1,963,870
12 U.S.C. 1884	285
12 U.S.C. 1972(2)(F):	
<i>First Tier</i>	9,819
<i>Second Tier</i>	49,096
<i>Third Tier</i>	1,963,870
12 U.S.C. 3110(a)	44,881
12 U.S.C. 3110(c):	
<i>First Tier</i>	3,591
<i>Second Tier</i>	35,904
<i>Third Tier</i>	1,795,216
12 U.S.C. 3909(d)	2,443
15 U.S.C. 78u-2(b)(1):	
<i>For a natural person</i>	9,239
<i>For any other person</i>	92,383
15 U.S.C. 78u-2(b)(2)	
<i>For a natural person</i>	92,383
<i>For any other person</i>	461,916
15 U.S.C. 78u-2(b)(3):	
<i>For a natural person</i>	184,767
<i>For any other person</i>	923,831
15 U.S.C. 1639e(k)(1)	11,279
15 U.S.C. 1639e(k)(2)	22,556
42 U.S.C. 4012a(f)(5)	2,133

By order of the Board of Governors of the Federal Reserve System, January 4, 2018.

Ann E. Misback,

Secretary of the Board.

[FR Doc. 2018-00227 Filed 1-9-18; 8:45 am]

BILLING CODE 6210-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2017-0666; Airspace Docket No. 17-ANM-15]

Amendment of Class D and Class E Airspace; Pueblo, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** of November 27, 2017, that amends Class D and Class E airspace at Pueblo

Memorial Airport, Pueblo, CO. The airspace description for the airport in Class E airspace designated as an extension to a Class D surface area contained a wording error.

DATES: Effective date 0901 UTC, February 1, 2018. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Tom Clark, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW, Renton, WA 98057; telephone (425) 203-4511.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the **Federal Register** (82 FR 55943, November 27, 2017) Docket No. FAA-2017-0666 amending Class D and Class E airspace at Pueblo Memorial Airport,

Pueblo, CO. Subsequent to publication, the FAA identified a clerical error in the legal description of the Class E airspace designated as an extension to a Class D or Class E surface area at Pueblo Memorial Airport. This correction changes the words “. . . from 700 feet above the surface . . .” to read “. . . from the surface. . . .”

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of November 27, 2017 (82 FR 55943) FR Doc. 2017-25310, Amendment of Class D and Class E Airspace; Pueblo, CO, is corrected as follows:

§ 71.1 [Amended]

ANM CO E4 Pueblo, CO [Corrected]

■ On page 55945, column 1, lines 14 and 15, the words “That airspace extending upward from 700 feet above the surface” are corrected to read “That

airspace extending upward from the surface”.

Issued in Seattle, Washington, on January 2, 2018.

Shawn M. Kozica,

*Group Manager, Operations Support Group,
Western Service Center.*

[FR Doc. 2018–00201 Filed 1–9–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2017–0615; Airspace
Docket No. 17–ANM–25]

Establishment of Class E Airspace; Madras, OR

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 feet above the surface at Madras Municipal Airport, Madras, OR, amending the airspace for the safety and management of instrument flight rules (IFR) operations within the National Airspace System. The airspace designation was inadvertently removed from FAA Order 7400.9X on June 20, 2014.

DATES: Effective 0901 UTC, March 29, 2018. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11B, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at http://www.faa.gov/air_traffic/publications/. For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT: Tom Clark, Federal Aviation Administration,

Operations Support Group, Western Service Center, 1601 Lind Avenue SW, Renton, WA 98057; telephone (425) 203–4511.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it establishes Class E airspace at Madras Municipal Airport, Madras, OR, to support instrument flight rules (IFR) operations at the airport.

History

The FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** for Docket No. FAA–2017–0615 (82 FR 40739; August 28, 2017). The NPRM proposed to establish Class E airspace extending upward from 700 feet above the surface at Madras Municipal Airport, Madras, OR. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received.

Discussion of Comment

The commenter objected to the proposal based on a belief that proposed Class E airspace “is targeted at citizen operated camera drones” and is intended to limit their use in the vicinity of the airport.

The FAA does not establish airspace to regulate the use of drones (also known as unmanned aerial systems (UAS)). The use of UAS is regulated under title 14 Code of Federal Regulations (14 CFR) parts 91 and 107, and is not relevant to this proposal.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.11B, dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017. FAA Order 7400.11B is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11B lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

The FAA is amending title 14 Code of Federal Regulations (14 CFR part 71) by establishing Class E airspace extending upward from 700 feet above the surface at Madras Municipal Airport, Madras, OR, within 4 miles northwest and 3.5 miles southeast of the airport 028° and 208° bearings, respectively, extending to 6.5 miles northeast and 7.5 miles southwest of the airport, and within 1 mile west and 1.1 miles east of the airport 180° bearing extending to 10.6 miles south of the airport.

Regulatory Notices and Analyses

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, is non-controversial and unlikely to result in adverse or negative comments. 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 only affects 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.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” paragraph 5–6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.