

Nishi-Nippon Bank, Ltd.  
¥50 par common  
Nishi-Nippon Railroad Co., Ltd.  
¥50 par common  
Nissan Chemical Industries, Ltd.  
¥50 par common  
Ogaki Kyoritsu Bank, Ltd.  
¥50 par common  
Q.P. Corp.  
¥50 par common  
Rinnai Corporation  
¥50 par common  
Sagami Railway Co., Ltd.  
¥50 par common  
Sakata Seed Corp.  
¥50 par common  
Santen Pharmaceutical Co., Ltd.  
¥50 par common  
Shimadzu Corp.  
¥50 par common  
Shimamura Co., Ltd.  
¥50 par common  
Simitomo Rubber Industries, Ltd.  
¥50 par common  
Taiyo Yuden Co., Ltd.  
¥50 par common  
Takara Standard Co., Ltd.  
¥50 par common  
Takuma Co., Ltd.  
¥50 par common  
Toho Bank, Ltd.  
¥50 par common  
Toho Gas Co., Ltd.  
¥50 par common  
Tokyo Ohka Kogyo Co., Ltd.  
¥50 par common  
Uni-Charm Corp.  
¥50 par common  
Ushio, Inc.  
¥50 par common  
Yamaha Motor Co., Ltd.  
¥50 par common

By order of the Board of Governors of the Federal Reserve System, acting by its Director of the Division of Banking Supervision and Regulation pursuant to delegated authority (12 CFR 265.7(f)(10)), August 15, 2002.

**Jennifer J. Johnson,**  
*Secretary of the Board.*

[FR Doc. 02-21188 Filed 8-19-02; 8:45 am]

BILLING CODE 6210-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 23

[Docket No. CE153, Special Condition 23-123-SC]

#### Special Conditions; Meridian PA-46-500TP; Protection of Systems From High Intensity Radiated Fields (HIRF): Corrections

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

**ACTION:** Final special conditions; corrections.

**SUMMARY:** The FAA published a document in the **Federal Register** on September 13, 1999, concerning final special conditions on the Meridian PA-46-400TP airplane. There was an inadvertent error in the special condition number in the document and there was an incorrect reference in the model number of the airplane. This document contains a correction to the special condition number for the final special conditions and to the model number reference.

**EFFECTIVE DATE:** The effective date of these corrected special conditions is August 27, 1999.

**FOR FURTHER INFORMATION CONTACT:** Ervin Dvorak, Aerospace engineer, Standards Office (ACE-110), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4123.

#### SUPPLEMENTARY INFORMATION:

##### Need for Correction

The FAA published a document on September 13, 1999 (64 FR 49365) that issued final special conditions. In the document heading, a special condition number appears that had already been issued for another set of special conditions with a different docket number. This document corrects that error. The document also reference and incorrect model number. PA 46-400TP, so this document also corrects that error.

##### Correction of Publication

Accordingly, the special condition number, which appears in the heading of Docket No. CD153, is revised from 23-096-SC to 23-123-SC. Also, wherever the reference to PA 46-400TP appears, the reference is revised to read PA 46-500TP.

Issued in Kansas City, Missouri on August 7, 2002.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 02-21177 Filed 8-19-02; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 02-ASO-1]

#### Establishment of Class D and Class E4 Airspace; St. Augustine, FL

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class D and Class E4 airspace at St. Augustine, FL. A Federal contract tower with a weather reporting system has been constructed at the St. Augustine Airport. Therefore, the airport meets the criteria for establishment of Class D and Class E4 airspace. Class D surface area airspace and Class E4 airspace designated as an extension to Class D airspace is required when the control tower is open to contain existing Standard Instrument Approach Procedures (SIAPs) and other Instrument Flight Rules (IFR) operations at the airport. This action establishes Class D airspace extending upward from the surface to and including 2,500 feet MSL within a 4-mile radius of the St. Augustine Airport and Class E4 airspace extensions that are 4.8 miles wide and extend 7 miles northwest and southeast of the airport.

**EFFECTIVE DATE:** 0901 UTC, October 3, 2002.

**FOR FURTHER INFORMATION CONTACT:** Walter R. Cochran, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

#### SUPPLEMENTARY INFORMATION:

##### History

On January 22, 2002, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing Class D and Class E4 airspace at St. Augustine, FL, (67 FR 2835) to provide adequate controlled airspace to contain IFR operations at the St. Augustine Airport. Class D airspace designations for airspace areas extending upward from the surface of the earth and Class E4 airspace areas designated as an extension to a Class D surface area are published in Paragraphs 5000 and 6004 respectively, of FAA Order 7400.9J, dated August 31, 2001, and effective September 16, 2001, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E4 designations listed in this document

will be published subsequently in the Order.

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.

#### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes Class D and Class E4 airspace at St. Augustine, FL.

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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

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 7400.9J, Airspace Designations and Reporting Points, dated August 31, 2001, and effective September 16, 2001, is amended as follows:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

#### ASO FL D St. Augustine, FL [NEW]

St. Augustine Airport, FL  
(Lat. 29°57'33" N, long. 81°20'23" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4-mile radius of St. Augustine Airport. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6004 Class E4 Airspace Areas Designated as an Extension to a Class D Airspace Area.*

\* \* \* \* \*

#### ASO FL E4 St. Augustine, FL [NEW]

St. Augustine Airport, FL  
(Lat. 29°57'33" N, long. 81°20'23" W)

St. Augustine VOR/DME FL  
(Lat. 29°57'29" N, long. 81°20'18" W)

That airspace extending upward from the surface within 2.4 miles each side of the St. Augustine VOR/DME 127° and 313° radials, extending from the 4-mile radius to 7 miles northwest and southeast of the VOR/DME. This Class E4 airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in College Park, Georgia, on August 13, 2002.

**Walter R. Cochran,**

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

[FR Doc. 02–21135 Filed 8–19–02; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 02–ACE–9]

#### Amendment to Class E Airspace; Gordon, NE

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action amends the Class E airspace at Gordon, NE. The FAA has developed an Area Navigation (RNAV) Global Positioning System (GPS) Runway (RWY) 04, ORIGINAL Standard Instrument Approach Procedure (SIAP) to serve Gordon Municipal Airport, Gordon, NE. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate that SIAP.

The intended effect of this rule is to provide controlled Class E airspace for aircraft executing the SIAP and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.

**DATES:** This direct final rule is effective on 0901 UTC, November 28, 2002.

Comments for inclusion in the Rules Docket must be received on or before September 30, 2002.

**ADDRESSES:** Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE–520, DOT Regional Headquarters Building, Federal Aviation Administration, Docket Number 02–ACE–9, 901 Locust, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

#### FOR FURTHER INFORMATION CONTACT:

Brenda Mumper, Air Traffic Division, Airspace Branch, ACE–520A DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2524.

#### SUPPLEMENTARY INFORMATION:

The FAA has developed RNAV (GPS) RWY 04, ORIGINAL SIAP to serve Gordon Municipal Airport, Gordon, NE. The amendment to Class E airspace at Gordon, NE will provide additional controlled airspace at and above 700 feet AGL in order to contain the new SIAP within controlled airspace, and thereby facilitate separation of aircraft operating under Instrument Flight Rules (IFR). The area will be depicted on appropriate aeronautical charts. 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 7400.9J, dated August 31, 2001, and effective September 16, 2001, 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.

#### The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all