

TABLE TO § 652.40(C)

Liquidity level	Instruments	Discount (multiply market value by)
Level 1 .....	<ul style="list-style-type: none"> <li>• Cash, including cash due from traded but not yet settled debt .....</li> <li>• Overnight money market instruments, including repurchase agreements secured exclusively by Level 1 investments.</li> <li>• Obligations of the United States with a final remaining maturity of 3 years or less.</li> <li>• Government-sponsored agency senior debt securities that mature within 60 days, excluding securities issued by the Farm Credit System.</li> <li>• Diversified investment funds comprised of cash, overnight money market funds, obligations of the United States, and Government-sponsored agency senior debt securities <i>provided that</i> such diversified investment funds meet the requirements of 17 CFR 270.2a–7(c)(2).</li> </ul>	100 percent. 100 percent. 97 percent. 95 percent. 95 percent.
Level 2 .....	<ul style="list-style-type: none"> <li>• Additional Level 1 investments .....</li> <li>• Obligations of the United States with a final remaining maturity of more than 3 years.</li> <li>• Mortgage-backed securities that are explicitly backed by the full faith and credit of the United States as to the timely payment of principal and interest.</li> <li>• Diversified investment funds that qualify for Level 1 or are comprised exclusively of Level 2 instruments.</li> </ul>	Discount for each Level 1 investment applies. 97 percent. 95 percent. 95 percent.
Level 3 .....	<ul style="list-style-type: none"> <li>• Additional Level 1 or Level 2 investments .....</li> <li>• Government-sponsored agency senior debt securities with maturities exceeding 60 days, excluding senior debt securities of the Farm Credit System.</li> <li>• Government-sponsored agency mortgage-backed securities that the timely repayment of principal and interest are not explicitly backed by the full faith and credit of the United States, excluding Farmer Mac mortgage-backed securities.</li> <li>• Money market instruments maturing within 90 days.</li> <li>• Diversified investment funds comprised exclusively of levels 1, 2, and 3 instruments.</li> <li>• Qualifying securities backed by Farmer Mac program assets (loans) guaranteed by the United States Department of Agriculture (excluding the portion that would be necessary to satisfy obligations to creditors and equity holders in Farmer Mac II LLC).</li> </ul>	Discount for each Level 1 or Level 2 investment applies. 93 percent for all instruments in Level 3.
Supplemental Liquidity .....	<ul style="list-style-type: none"> <li>• Eligible investments under § 652.20 .....</li> </ul>	90 percent except discounts for Level 1, 2 or 3 investments apply to such investments held as supplemental liquidity.

Dated: October 25, 2013.

**Mary Alice Donner,**  
*Acting Secretary, Farm Credit Administration Board.*

[FR Doc. 2013–25918 Filed 10–31–13; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Parts 34 and 45**

[Docket No.: FAA–2012–1333; Amendment No. 34–5A]

RIN 2120–AK15

**Exhaust Emission Standards for New Aircraft Turbine Engines and Identification Plate for Aircraft Engines**

*Correction*

In rule document 2013–24712, appearing on pages 63015–63017 in the issue of Wednesday, October 23, 2013, make the following correction:

**§ 34.23 [Corrected]**

■ On page 63017, in the Table titled “Tier 6 Oxides of Nitrogen Emission Standards for Subsonic Engines”, in the third column, in the last row, the entry

“rO > 26.7” is corrected to read “rO ≥ 26.7”.

[FR Doc. C1–2013–24712 Filed 10–31–13; 8:45 am]

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

[Docket No. FAA–2013–0533; Airspace Docket No. 13–ANM–19]

**Establishment of Class E Airspace; Rome, OR**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at the Rome VHF Omni-Directional Radio Range/Distance Measuring Equipment (VOR/DME)

navigation aid, Rome, OR, to facilitate vectoring of Instrument Flight Rules (IFR) aircraft under control of Salt Lake City, Oakland and Seattle Air Route Traffic Control Centers (ARTCCs). This improves the safety and management of IFR operations within the National Airspace System.

**DATES:** Effective date, 0901 UTC, February 6, 2014. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4537.

#### **SUPPLEMENTARY INFORMATION:**

#### **History**

On July 29, 2013, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish controlled airspace at Rome, OR (78 FR 45475). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received from the National Business Aviation Association (NBAA) supporting the establishment of Class E en route airspace.

Class E airspace designations are published in paragraph 6006, of FAA Order 7400.9X dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

#### **The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by establishing Class E en route domestic airspace extending upward from 1,200 feet above the surface, at the Rome VOR/DME navigation aid, Rome, OR, to accommodate IFR aircraft under control of Salt Lake City, Oakland and Seattle ARTCCs by vectoring aircraft from en route airspace to terminal areas. This action is necessary for the safety and management of IFR operations.

The FAA has determined 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 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 this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, Section 106 discusses 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 controlled airspace at the Rome VOR/DME, Rome, OR

#### **Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” paragraph 311a. 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.

#### **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, B, C, D AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE 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; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

##### **§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9X, Airspace Designations and Reporting Points,

dated August 7, 2013, and effective September 15, 2013 is amended as follows:

*Paragraph 6006 En route domestic airspace areas.*

\* \* \* \* \*

#### **ANM OR E6 Rome, OR [New]**

Rome VOR/DME, OR

(Lat. 42°35′26″ N., long. 117°52′05″ W.)

That airspace extending upward from 1,200 feet above the surface within an area bounded by lat. 45°50′06″ N., long. 117°05′33″ W.; to lat. 45°13′00″ N., long. 117°05′42″ W.; to lat. 45°07′42″ N., long. 116°18′03″ W.; to lat. 44°15′42″ N., long. 116°19′34″ W.; to lat. 44°03′18″ N., long. 117°05′05″ W.; to lat. 43°07′42″ N., long. 116°44′08″ W.; to lat. 42°25′53″ N., long. 116°03′43″ W.; to lat. 42°26′27″ N., long. 114°57′44″ W.; to lat. 42°00′00″ N., long. 114°42′42″ W.; to lat. 41°08′22″ N., long. 114°57′44″ W.; to lat. 40°04′38″ N., long. 118°49′42″ W.; to lat. 40°45′47″ N., long. 120°14′45″ W.; to lat. 42°39′54″ N., long. 119°42′02″ W.; to lat. 43°41′51″ N., long. 120°00′19″ W.; to lat. 45°09′13″ N., long. 119°01′43″ W.; to lat. 45°49′52″ N., long. 118°02′34″ W., thence to the point of beginning.

Issued in Seattle, Washington, on October 23, 2013.

**Clark Desing,**

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

[FR Doc. 2013–25977 Filed 10–31–13; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Docket No. FAA–2013–0531; Airspace Docket No. 13–ANM–20]

#### **Establishment of Class E Airspace; Salmon, ID**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at the Salmon VHF Omni-Directional Radio Range/Distance Measuring Equipment (VOR/DME) navigation aid, Salmon, ID, to facilitate vectoring of Instrument Flight Rules (IFR) aircraft under control of Salt Lake City and Seattle Air Route Traffic Control Centers (ARTCCs). This improves the safety and management of IFR operations within the National Airspace System.

**DATES:** Effective date, 0901 UTC, February 6, 2014. The Director of the Federal Register approves this incorporation by reference action under