

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]

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## 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