

shall be multiplied by one-half the rate for the special assessment.

(iii) *Payment procedures.* The procedures set forth in § 327.41(e) shall apply to the payment of the supplemental assessment, except that any reference to the date specified in § 327.41(d) shall be deemed to be a reference to the date specified in paragraph (c)(2)(i) of this section, and that any reference to November 1, 1996, shall be deemed to be a reference to February 1, 1997.

#### § 327.45 Definitions.

For the purpose of this subpart C:

(a) *BIF; SAIF*—(1) *BIF.* The term *BIF* refers to the Bank Insurance Fund.

(2) *SAIF.* The term *SAIF* refers to the Savings Association Insurance Fund.

(b) *SAIF-assessable deposits.* The term *SAIF-assessable deposits* means all deposits that are subject to assessment by the Corporation for deposit in the SAIF, and, in the case of a BIF member, includes that portion of the deposits of the BIF member that is equal to the BIF member's adjusted attributable deposit amount.

(c) *Deposits held on March 31, 1995.* A deposit is deemed to have been held on March 31, 1995, by an institution if either:

(1) The institution held the deposit on that date; or

(2)(i) The deposit was held by another institution ("transferring institution") on that date;

(ii) The institution assumed the deposit from the transferring institution after that date, either directly or indirectly; and

(iii) The transferring institution is not an insured depository institution on the payment date specified in § 327.41(d).

(d) *SAIF assessment base.* The term *SAIF assessment base* for any date means that portion of an institution's assessment base for that date that is subject to assessment by the Corporation for deposit in the SAIF.

#### Appendix A to Subpart C of Part 327—Guidelines for Exemption of Weak Institutions

(a) The Board of Directors of the Corporation has adopted criteria for identifying institutions that are regarded as "weak" within the meaning of section 2702(f) of the Deposit Insurance Funds Act of 1996. The Board has determined that granting exemptions to institutions that meet the criteria would generally reduce the risk to the SAIF.

(b) The criteria apply only to institutions that are members of the Savings Association Insurance Fund (SAIF) or that hold deposits that are treated as insured by the SAIF pursuant to section 5(d)(3) of the Federal Deposit Insurance Act, 12 U.S.C. 1815(d)(3).

(c) The criteria are as follows:

(1) *Guideline #1: Capital group 3 institutions.* An institution is regarded as "weak" if, in the judgment of the Corporation, the institution meets the standards for assignment to capital group 3 ("undercapitalized") pursuant to § 327.4(a)(1)(iii).

(2) *Guideline #2: Potential capital group 3 institutions.* An institution is regarded as "weak" if, in the judgment of the Corporation, the institution would satisfy the criteria set forth in Guideline #1 if the institution were to pay the special assessment imposed under § 327.41(a).

(3) *Guideline #3: Institutions rated 4 or 5.* If an institution has a composite rating of 4 or 5 by its primary supervisor, the institution may request the Corporation to consider whether it would be appropriate to exempt the institution from the special assessment. Such an institution is regarded as "weak" if the institution would, after having paid the assessment, present a significant risk of loss to the SAIF for the purpose of section 2(f) of the Funds Act.

By order of the Board of Directors.

Dated at Washington, D.C., this 8th day of October 1996.

Federal Deposit Insurance Corporation.

Jerry L. Langley,

Executive Secretary.

[FR Doc. 96-26504 Filed 10-11-96; 10:23 am]

BILLING CODE 6714-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 96-AAL-4]

#### Revision of Class D and Class E Airspace; Bethel, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class D and Class E airspace at Bethel, AK, to accommodate Visual Flight Rules (VFR) traffic in the Bethel area, landing and departing from Hanger Lake located about 2.5 miles northeast of the Bethel VORTAC. Several Bethel Airport user groups, during public discussion on the decommission of the Bethel Approach Control, requested an exclusion area for Hanger Lake to accommodate VFR landings and takeoffs during Instrument Flight Rules (IFR) weather conditions at Bethel, AK. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this proposal is to provide adequate exclusion from Bethel, AK, Class D and Class E airspace to accommodate Bethel user group requirements at Hanger Lake, AK.

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

#### FOR FURTHER INFORMATION CONTACT:

Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863.

#### SUPPLEMENTARY INFORMATION:

##### History

On June 24, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Bethel was published in the Federal Register (61 FR 32371). Changes to the Bethel airspace will incorporate an exclusion below 1,100 feet MSL between the 061° radial and the 081° radial from 2.9 nautical miles northeast of the Bethel VORTAC. The changes are required to create a Hanger Lake exclusion area as requested by Bethel Airport user groups for VFR operations when Bethel has IFR weather conditions.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposals were received. Therefore, the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class D airspace area designations are published in paragraph 5000 and the Class E airspace areas designated as an extension to a Class D or Class E surface area are published in paragraph 6004 of FAA Order 7400.9D, dated September 4, 1995, and effective September 16, 1996, which are incorporated by reference in 14 CFR 71.1 (58 FR 36298; July 6, 1993). The Class D and Class E airspace designations listed in this document will be published subsequently in the Order.

##### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revises the Class D and Class E airspace located at Bethel, AK, to create a Hanger Lake exclusion area as requested by Bethel Airport user groups for VFR operations when Bethel has IFR weather conditions.

The FAA has determined that these proposed regulations only involve 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—[AMENDED]

1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9D, *Airspace Designations and Reporting Points*, dated September 4, 1995, and effective September 16, 1996, is amended as follows:

\* \* \* \* \*

#### Paragraph 5000 Class D Airspace.

\* \* \* \* \*

#### AAL AK D Bethel, AK [Revised]

Bethel Airport, AK  
(Lat. 60°46'47" N, long. 161°50'17" W)  
Bethel VORTAC  
(Lat. 60°47'05" N, long. 161°49'27" W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.1-mile radius of the Bethel Airport, excluding that portion below 1,100 feet MSL between the 061° radial and the 081° radial from 2.9 miles northeast of the Bethel VORTAC. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

#### Paragraph 6004 Class E airspace areas designated as an extension to a Class D or Class E surface area.

\* \* \* \* \*

AAL AK E4 Bethel, AK  
Bethel Airport, AK

(Lat. 60°46'47" N, long. 161°50'17" W)  
Bethel VORTAC  
(Lat. 60°47'05" N, long. 161°49'27" W)

That airspace extending upward from the surface within 3 miles each side of the 022° radial from the Bethel VORTAC, extending from the 4.1-mile radius of the Bethel Airport to 8.2 miles northeast of the airport, within 3.4 miles each side of the Bethel VORTAC 006° radial, extending from the 4.1-mile radius of the Bethel Airport to 11 miles north of the Bethel VORTAC and within 3.5 miles each side of the Bethel VORTAC 213° radial extending from the 4.1-mile radius of the Bethel Airport to 10 miles southwest of the airport, excluding that portion below 1,100 feet MSL between the 061° radial and the 081° radial from 2.9 miles northeast of the Bethel VORTAC.

\* \* \* \* \*

Issued in Anchorage, AK, on October 4, 1996.

Willis C. Nelson,

Manager, Air Traffic Division, Alaskan Region.

[FR Doc. 96-26464 Filed 10-15-96; 8:45 am]

BILLING CODE 4910-13-P

#### 14 CFR Part 71

#### [Airspace Docket No. 96-AAL-15]

#### Revision of Class E Airspace; Bettles, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This action revises the Class E airspace at Bettles, AK. The FAA has developed a Global Positioning System (GPS) instrument approach procedure to Runway (RWY) 1 at Bettles, AK. This action is intended to provide adequate Class E airspace to contain instrument flight rule (IFR) operations for aircraft executing instrument approach procedures at Bettles, AK.

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

#### FOR FURTHER INFORMATION CONTACT:

Robert van Haastert, System Management Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863.

#### SUPPLEMENTARY INFORMATION:

##### History

On July 18, 1996, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Bettles was published in the Federal Register (61 FR 37408). Revision of the Class E airspace is required for the IFR approach and departure procedures using GPS instrument approach

procedures at Bettles, Alaska. This action will provide adequate Class E airspace for IFR operations at Bettles, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposals were received. However the proposal was published with incorrect mileage radius (4.1) which has been corrected to read '4.2'. The Federal Aviation Administration has determined that this change is editorial in nature and will not increase the scope of this rule. Except for the non-substantive changes just discussed, the rule is adopted as written.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as airport surface areas are published in Paragraph 6002 of FAA Order 7400.9D, dated September 4, 1995, and effective September 16, 1996, which are incorporated by reference in 14 CFR 71.1 (58 FR 36298; July 6, 1993). The Class E airspace designations listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revises the Class E airspace located at Bettles, AK, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing GPS instrument landing and departing procedures to RWY 1.

The FAA has determined that these proposed regulations only involve 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).