

as defined by the Paperwork Reduction Act in the interim final rule.

**Lists of Subjects in 12 CFR Part 32**

Lending limits.

**Authority and Issuance**

■ For the reasons set forth in the preamble, part 32 of chapter I of title 12 of the Code of Federal Regulations is amended as follows:

**PART 32—LENDING LIMITS**

■ 1. The authority citation for part 32 continues to read as follows:

**Authority:** 12 U.S.C. 1 *et seq.*, 84, and 93a.

■ 2. Add § 32.8 to read as follows:

**§ 32.8 Temporary funding arrangements in emergency situations.**

In addition to the amount that a national bank may lend to one borrower under § 32.3 of this part, an eligible bank with the written approval of the OCC may make loans and extensions of credit to one borrower subject to a special temporary lending limit established by the OCC, where the OCC determines that such loans and extensions of credit are essential to address an emergency situation, such as critical financial markets stability, will be of short duration, will be reduced in amount in a timeframe and manner acceptable to the OCC, and do not present unacceptable risk. In granting approval for such a special temporary lending limit, the OCC will impose supervisory oversight and reporting measures that it determines are appropriate to monitor compliance with the foregoing standards as set forth in this paragraph.

Dated: March 17, 2008.

**John C. Dugan,**

*Comptroller of the Currency.*

[FR Doc. E8-5724 Filed 3-19-08; 8:45 am]

BILLING CODE 4810-33-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2007-0205; **Airspace**  
Docket No. 07-ANM-17]

**Establishment of Class E Airspace;  
Walden, CO**

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

**ACTION:** Final rule.

**SUMMARY:** This action will establish Class E airspace at Walden, CO.

Additional Class E airspace is necessary to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) at Walden-Jackson County Airport. This will improve the safety of Instrument Flight Rules (IFR) aircraft executing the new RNAV GPS SIAP at Walden-Jackson County Airport, Walden, CO.

**DATES:** *Effective Date:* 0901 UTC, June 5, 2008. 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, System Support Group, Western Service Area, 1601 Lind Avenue, SW., Renton, WA 98057; telephone (425) 203-4537.

**SUPPLEMENTARY INFORMATION:**

**History**

On January 18, 2008, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish Class E airspace at Walden, CO (73 FR 3431). This action would improve the safety of IFR aircraft executing this new RNAV GPS SIAP approach procedure at Walden-Jackson County Airport, Walden, CO. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9R signed August 15, 2007, and effective September 15, 2007, which is incorporated by reference in 14 CFR part 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 airspace at Walden, CO. Additional controlled airspace is necessary to accommodate IFR aircraft executing a new RNAV (GPS) approach procedure at Walden-Jackson County Airport, Walden, CO.

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. 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 will only affect 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. 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 Walden-Jackson County Airport, Walden, CO.

**List of Subjects in 14 CFR Part 17**

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 7400.9R, Airspace Designations and Reporting Points, signed August 15, 2007, and effective September 15, 2007 is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**ANM CO, E5 Walden, CO [New]**

Walden-Jackson County Airport, CO  
(Lat. 40°45’01” N., long. 106°16’17” W.)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Walden-Jackson County Airport, and

within 4 miles each side of the 342° bearing from the airport extending from the 5-mile radius to V-524 northwest of the airport.

\* \* \* \* \*

Issued in Seattle, Washington, on March 7, 2008.

**Kevin Nolan,**

*Acting Manager, System Support Group,  
Western Service Center.*

[FR Doc. 08-1028 Filed 3-19-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0024; Airspace  
Docket No. 08-AGL-4]

#### Amendment of Class E Airspace; Black River Falls, WI

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

**ACTION:** Direct final rule; withdrawal.

**SUMMARY:** A direct final rule, published in the **Federal Register** February 11, 2008, (73 FR 7668), FAA Docket No. FAA-2008-0024, establishing Class E airspace at Black River Falls Area Airport, is being withdrawn. The FAA has found that Class E airspace already exists for the area, and therefore, substantial corrections would need to be made. In the interest of clarity, this rule is being withdrawn, and a new rulemaking amending the existing airspace will be forthcoming.

**DATES:** *Effective Date:* 0901 UTC March 20, 2008.

**FOR FURTHER INFORMATION CONTACT:** Joe Yadouga, Central Service Center, System Support Group, Federal Aviation Administration, Southwest Region, Fort Worth, Texas 76193-0530; telephone number (817) 222-5597.

#### **SUPPLEMENTARY INFORMATION:**

#### **History**

On Monday, February 11, 2008, a direct final rule was published in the **Federal Register** (73 FR 7668), Docket No. FAA-2008-0024, establishing Class E airspace at 08-AGL-04 2 Black River Falls Area Airport, Black River Falls, WI. Subsequent to publication, the FAA found that Class E airspace already exists for this area. The FAA feels a correction to this rulemaking would be confusing. Therefore, the FAA is withdrawing this direct final rule and will replace it with an amendment to the existing Class E airspace for Black River Falls, WI.

#### **Withdrawal of Direct Final Rule**

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration withdraws the direct final rule published in the **Federal Register** February 11, 2008 (73 FR 7668).

\* \* \* \* \*

Issued in Fort Worth, TX, on March 5, 2008.

**Donald R. Smith,**

*Manager, System Support Group, ATO  
Central Service Center.*

[FR Doc. E8-5165 Filed 3-19-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0126; Airspace  
Docket No. 08-AGL-2]

#### Amendment of Class E Airspace; Indianapolis, IN

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

**ACTION:** Direct final rule; withdrawal.

**SUMMARY:** A direct final rule, published in the **Federal Register** February 4, 2008, (73 FR 6424), Docket No. FAA-2008-026, establishing Class E airspace at Hendricks County-Gordon Graham Field Airport, Indianapolis, IN, is being withdrawn.

The FAA has found that Class E airspace already exists for the Indianapolis, IN, area, and therefore, substantial corrections would need to be made. In the interest of clarity, this rule is being withdrawn, and a new rulemaking amending the existing airspace will be forthcoming.

**DATES:** *Effective Date:* 0901 UTC March 20, 2008.

**FOR FURTHER INFORMATION CONTACT:** Joe Yadouga, Central Service Center, System Support Group, Federal Aviation Administration, Southwest Region, Fort Worth, TX 76193-0530; telephone (817) 222-5597; Airspace Docket No. 08-AGL-02.

#### **SUPPLEMENTARY INFORMATION:**

#### **History**

On Monday, February 4, 2008, a direct final rule was published in the **Federal Register** (73 FR 6424), Docket No. FAA-2008-0024, establishing Class E airspace at Hendricks County-Gordon Graham Field Airport, Indianapolis, IN. Subsequent to publication, the FAA found that Class E airspace already exists for the Indianapolis area. The

FAA feels a correction to this rulemaking would be confusing. Therefore, the FAA is withdrawing the direct final rule and will replace it with an amendment to the existing Class E airspace for Indianapolis, IN.

Issued in Fort Worth, TX, on March 7, 2008.

**Donald R. Smith,**

*Manager, System Support Group, ATO  
Central Service Center.*

[FR Doc. E8-5367 Filed 3-19-08; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2008-0003; Airspace  
Docket No. 08-ASW-1]

#### Establishment of Class E Airspace; Lexington, OK

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

**ACTION:** Direct final rule; withdrawal.

**SUMMARY:** A direct final rule, published in the **Federal Register** February 11, 2008 (73 FR 7667) FAA Docket No. 2008-0003, is being withdrawn. This copy of the rule was inadvertently sent to the **Federal Register**. The direct final rule establishing Class E airspace at Muldrow Army Heliport, Lexington, OK, published February 15, 2008, (73 FR 8795) is the correct rule.

**DATES:** *Effective Date:* 0901 UTC March 20, 2008.

**FOR FURTHER INFORMATION CONTACT:** Joe Yadouga, Central Service Center, System Support Group, Federal Aviation Administration, Southwest Region, Fort Worth, Texas 76193-0530; telephone number (817) 222-5597.

#### **SUPPLEMENTARY INFORMATION:**

#### **History**

On Monday, February 11, 2008, a direct final rule establishing Class E Airspace at Muldrow Army Heliport, Lexington, OK, was inadvertently published in the **Federal Register** (73 FR 7667) FAA Docket No. 2008-0003. On Friday, February 15, 2008, another direct final rule for the same airspace, with minor changes to the geographic location, also was published in the **Federal Register** (73 FR 8795). The FAA is withdrawing the first direct final rule, published in the **Federal Register** February 11, 2008 (73 FR 7667).

#### **Withdrawal of Direct Final Rule**

Accordingly, pursuant to the authority delegated to me, the Federal