

impact is so minimal. For the same reason, the FAA certifies that this amendment 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 97

Air Traffic Control, Airports, Navigation (Air).

Issued in Washington, DC on April 3, 1998.

Tom E. Stuckey,

Acting Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

Part 97—Standard Instrument Approach Procedures

1. The authority citation for part 97 is revised to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120, 44701; and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

****Effective 23 April, 1998*

Charlotte, NC, Charlotte/Douglas Intl, ILS RWY 36L, Amdt 13
Washington, NC, Warren Field, LOC RWY 5, Amdt 1
Rhinelander, WI, Rhinelander-Onieda County, ILS RWY 9, Amdt 6

****Effective 18 June, 1998*

Fairhope, AL, Fairhope Muni, GPS RWY 1, Orig
Milledgeville, GA, Baldwin County, GPS RWY 10, Orig
Milledgeville, GA, Baldwin County, GPS RWY 28, Orig
Knoxville, IA, Knoxville Muni, NDB RWY 15, Amdt 7
Knoxville, IA, Knoxville Muni, NDB RWY 33, Amdt 6
Knoxville, IA, Knoxville Muni, GPS RWY 15, Orig
Knoxville, IA, Knoxville Muni, GPS RWY 33, Orig
Boise, ID, Boise Air Terminal/Gowen Field, GPS RWY 28L, Amdt 1

Griffith, IN, Griffith-Merrillville, GPS RWY 26, Orig
Portland, IN, Portland Muni, GPS RWY 27, Orig
Lexington, KY, Blue Grass, ILS RWY 4, Amdt 16
Lexington, KY, Blue Grass, ILS RWY 22, Amdt 17
Lexington, KY, Blue Grass, RADAR-1, Amdt 11
Murray, KY, Kyle-Oakley Field, GPS RWY 5, Orig
Murray, KY, Kyle-Oakley Field, GPS RWY 23, Orig
Hattiesburg-Laurel, MS, Hattiesburg-Laurel Regional, GPS RWY 18, Orig
Hattiesburg-Laurel, MS, Hattiesburg-Laurel Regional, GPS RWY 36, Orig
Burlington, NC, Burlington-Alamance Regional, GPS RWY 6, Orig
Burlington, NC, Burlington-Alamance Regional, GPS RWY 24, Orig
Chapel Hill, NC, Horace Williams, RADAR-1, Amdt 8
Fayetteville, NC, Fayetteville Regional/Grannis Field, RADAR-1, Amdt 6A, CANCELLED
Kenansville, NC, Duplin Co, GPS RWY 4 Orig
Kenansville, NC, Duplin Co, GPS RWY 22 Orig
Gordon, NE, Gordon Muni, NDB RWY 22, Amdt 3
Gordon, NE, Gordon Muni, GPS RWY 22, Orig
Kimball, NE, Kimball Muni/Robert E Arraj Field, NDB RWY 28, Amdt 1
Kimball, NE, Kimball Muni/Robert E Arraj Field, GPS RWY 28, Orig
Wooster, OH, Wayne County, GPS RWY 28, Amdt 1
Grove, OK, Grove Muni, GPS RWY 18, Orig
Grove, OK, Grove Muni, GPS RWY 36, Orig
Grove, OK, Grove Muni, VOR/DME RNAV RWY 18, Amdt 3
Grove, OK, Grove Muni, VOR/DME RNAV RWY 36, Amdt 3
Eugene, OR, Mahlon-Sweet Field, VOR/DME OR TACAN RWY 3, Amdt 3
Eugene, OR, Mahlon-Sweet Field, VOR/DME OR TACAN RWY 16, Amdt 4
Eugene, OR, Mahlon-Sweet Field, VOR/DME OR TACAN RWY 34, Amdt 4
Eugene, OR, Mahlon-Sweet Field, GPS RWY 3, Orig
Eugene, OR, Mahlon-Sweet Field, GPS RWY 16, Orig
Eugene, OR, Mahlon-Sweet Field, GPS RWY 34, Orig
Altoona, PA, Altoona-Blair County, GPS RWY 2, Orig
Houston, TX, George Bush Intercontinental Arpt/Houston, ILS RWY 14L, Amdt 11
Houston, TX, George Bush Intercontinental Arpt/Houston, ILS RWY 32R, Amdt 10

[FR Doc. 98-9649 Filed 4-10-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 29186; Amdt. No. 1862]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, US Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical

Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR) Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction of charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this

amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been canceled.

The FDC/P NOTAMs for the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. Because of the close and immediate relationship between the SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs effective in less than 30 days.

Conclusion

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. For the same reason, the FAA certifies that this amendment 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 97

Air Traffic Control, Airports, Navigation (Air).

Issued in Washington, DC on April 3, 1998.

Tom E. Stuckey,

Acting Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 is revised to read as follows:

Authority: 49 U.S.C. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

2. Part 97 is amended to read as follows:

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective Upon Publication*

FDC date	State	City	Airport	FDC No.	SIAP
03/17/98	FL	TAMPA	TAMPA INTL	8/1754	LOC RWY 36R, ORIG-A...
03/17/98	FL	TAMPA	TAMPA INTL	8/1755	RADAR-1, AMDT 11...
03/18/98	FL	GAINESVILLE	GAINESVILLE REGIONAL	8/1778	LOC BC RWY 10, AMDT 7A...
03/18/98	FL	LAKE CITY	LAKE CITY MUNI	8/1779	NDB RWY 28, AMDT 1...
03/18/98	FL	SARASOTA/BRADENTON.	SARASOTA/BRADENTON INTL	8/1787	RADAR-1 AMDT 5...
03/18/98	IN	BEDFORD	VIRGIL I. GRISSOM MUNI	8/1774	VOR/DME RWY 13 AMDT 10...
03/19/98	OK	TULSA	TULSA INTL	8/1803	NDB OR GPS RWY 36R AMDT 19C...
03/23/98	OH	SPRINGFIELD	SPRINGFIELD-BECKLEY	8/1870	VOR OR GPS RWY 6, AMDT 10...
03/23/98	OK	DUNCAN	HALLIBURTON FIELD	8/1866	LOC RWY 35, AMDT 4... THIS REPLACES FDC 8/1722.
03/25/98	AK	ST. PAUL ISLAND	ST. PAUL ISLAND	8/1890	LOC/DME BC RWY 18, AMDT 1...
03/25/98	AK	ST. PAUL ISLAND	ST. PAUL ISLAND	8/1891	MLS RWY 18, ORIG...

FDC date	State	City	Airport	FDC No.	SIAP
03/25/98	AK	ST. PAUL ISLAND	ST. PAUL ISLAND	8/1893	NDB/DME OR GPS RWY 18, AMDT 2...
03/25/98	FL	JACKSONVILLE	JACKSONVILLE INTL	8/1897	ILS RWY 7 (CAT II/III) AMDT 12A...
03/25/98	FL	JACKSONVILLE	JACKSONVILLE INTL	8/1903	RADAR-1, AMDT 6A...
03/25/98	FL	ORLANDO	ORLANDO INTL	8/1908	ILS RWY 18R, AMDT 4A...
03/25/98	MA	VINEYARD HAVEN	MARTHAS VINEYARD	8/1905	VOR OR GPS RWY 24 ORIG...
03/25/98	MA	VINEYARD HAVEN	MARTHAS VINEYARD	8/1906	ILS RWY 24 ORIG...
03/25/98	MA	VINEYARD HAVEN	MARTHAS VINEYARD	8/1907	VOR OR GPS RWY 6 ORIG...
03/26/98	PA	REEDSVILLE	MIFFLIN COUNTY	8/1920	LOC RWY 6 AMDT 7... THIS REPLACES FDC 8/1762 PUBLISHED IN TL98-08.
03/27/98	OH	COLUMBUS	OHIO STATE UNIVERSITY	8/1951	GPS RWY 9R, ORIG-A...
03/27/98	WI	GRANTSBURG	GRANTSBURG MUNI	8/1940	VOR/DME OR GPS-A, AMDT 1...
03/30/98	NH	NASHUA	BOIRE FIELD	8/1999	VOR RWY 32 ORIG...
03/30/98	OK	TULSA	TULSA INTL	8/1975	RADAR-1, AMDT 17A...
03/30/98	WI	SIREN	BURNETT COUNTY	8/1991	VOR OR GPS RWY 4, AMDT 2...
03/31/98	FL	JACKSONVILLE	JACKSONVILLE INTL	8/2027	VOR OR GPS RWY 31 ORIG-A...
03/31/98	FL	JACKSONVILLE	JACKSONVILLE INTL	8/2028	NDB OR GPS RWY 7, AMDT 9A...

St. Paul Island

ST. PAUL ISLAND

Alaska

LOC/DME BC RWY 18, AMDT 1...

FDC Date: 03/25/98

FDC 8/1890 /SNP/ FI/P ST. PAUL ISLAND, ST. PAUL ISLAND, AK. LOC/DME BC RWY 18, AMDT 1...S-LOC-18 MDA 440/HAT 377 ALL CATS. THIS IS LOC/DME BC RWY 18, AMDT 1A.

St. Paul Island

ST. PAUL ISLAND

Alaska

MLS RWY 18, ORIG...

FDC Date: 03/25/98

FDC 8/1891 /SNP/ FI/P ST. PAUL ISLAND, ST. PAUL ISLAND, AK. MLS RWY 18, ORIG...S-AZ-18 MDA 440/HAT 377 ALL CATS. THIS IS MLS RWY 18, ORIG-A.

St. Paul Island

ST. PAUL ISLAND

Alaska

NDB/DME OR GPS RWY 18, AMDT 2...

FDC Date: 03/25/98

FDC 8/1893 /SNP/ FI/P ST. PAUL ISLAND, ST. PAUL ISLAND, AK. NDB/DME OR GPS RWY 18, AMDT 2...TERMINAL ROUTE FROM BRG 098.06 SPY NDB/DME CCW TO BRG 005.00 ALTITUDE 2300. TERMINAL ROUTE FROM BRG 237.37 SPY NDB/DME CW TO BRG 005.00 ALTITUDE 2300. THIS IS NDB/DME OR GPS RWY 18, AMDT 2A.

Tampa

TAMPA INTL

Florida

LOC RWY 36R, ORIG-A...

FDC Date: 03/17/98

FDC 8/1754 /TPA/ FI/P TAMPA INTL, TAMPA, FL. LOC RWY 36R, ORIG-A...S-36R MDA 500/HAT 479 ALL CATS. VIS CAT D 1 1/2. CHART VDP AT I-TWJ2.9 DME/1.35 NM FOR THR. THIS IS LOC RWY 36R, ORIG-B.

Tampa

TAMPA INTL

Florida

RADAR-1, AMDT 11...

FDC Date: 03/17/98

FDC 8/1755 /TPA/ FI/P TAMPA INTL, TAMPA, FL. RADAR-1, AMDT 11...S-36R MDA 500/479 ALL CATS. THIS IS RADAR-1, AMDT 11A.

Gainesville

GAINESVILLE REGIONAL

Florida

LOC BC RWY 10, AMDT 7A...

FDC Date: 03/18/98

FDC 8/1778 /GNV/ FI/P GAINESVILLE REGIONAL, GAINESVILLE, FL. LOC BC RWY 10, AMDT 7A...DELETE TERMINAL ROUTE... TAY VORTAC TO BRAINS INT. DELETE GNV LR-315. THIS IS LOC BC RWY 10, AMDT 7B.

Lake City

LAKE CITY MUNI

Florida

NDB RWY 28, AMDT 1...

FDC Date: 03/18/98

FDC 8/1779 /31J/ FI/P LAKE CITY MUNI, LAKE CITY, FL. NDB RWY 28, AMDT 1...DELETE TERMINAL ROUTE... TAY VORTAC TO LCQ NDB. THIS IS NDB RWY 28, AMDT 1A.

Sarasota/Bradenton

SARASOTA/BRADENTON INTL

Florida

RADAR-1 AMDT 5...

FDC Date: 03/18/98

FDC 8/1787 /SRQ/ FI/P SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. RADAR-1 AMDT 5...S-14... MDA 480 HAT/456 ALL CATS. VIS CAT C 3/4. DELETE NOTE... WHEN CONTROL ZONE NOT IN EFFECT PROCEDURE NOT AUTHORIZED. CHANGE INOPERATIVE TABLE NOTE TO READ... FOR INOPERATIVE MALSR INCREASE S-ASR 32 CAT D VISIBILITY TO 1 1/4. ALTERNATE MNMS STANDARD. THIS IS RADAR-1, AMDT 5A.

Jacksonville

JACKSONVILLE INTL

Florida

ILS RWY 7 (CAT II/III) AMDT 12A...

FDC Date: 03/25/98

FDC 8/1897 /JAX/ FI/P JACKSONVILLE INTL, JACKSONVILLE, FL. ILS RWY 7 (CAT II/III) AMDT 12A... MISSED APPROACH... CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 VIA HEADING 250 AND CRG R-290 TO MONIA/CRG 29.18 DME/RADAR AND HOLD. HOLD WEST, LT 110 INBOUND. DME OR RADAR REQUIRED. THIS IS ILS RWY 7 AMDT 12B.

Jacksonville

JACKSONVILLE INTL

Florida

RADAR-1, AMDT 6A...

FDC Date: 03/25/98

FDC 8/1903 /JAX/ FI/P JACKSONVILLE INTL, JACKSONVILLE, FL. RADAR-1, AMDT 6A...S-ASR 25 VIS CAT A/B RVR 2400, CAT C RVR

4000, CAT D/E RVR 5000. THIS IS RADAR-1, AMDT 6B.

Orlando

ORLANDO INTL

Florida

ILS RWY 18R, AMDT 4A...

FDC Date: 03/25/98

FDC 8/1908 /MCO/ FI/P ORLANDO INTL, ORLANDO, FL. ILS RWY 18R, AMDT 4A... CHANGE PLAN VIEW NOTE... ADF AND RADAR REQUIRED. THIS IS ILS RWY 18R, AMDT 4B.

Jacksonville

JACKSONVILLE INTL

Florida

VOR OR GPS RWY 31 ORIG-A...

FDC Date: 03/31/98

FDC 8/2027 /JAX/ FI/P JACKSONVILLE INTL, JACKSONVILLE, FL. VOR OR GPS RWY 31 ORIG-A... MISSED APPROACH... CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 VIA HEADING 250 AND CRG R-290 TO MONIA/CRG 29.18 DME/RADAR AND HOLD. HOLD WEST, LT 110 INBOUND. DME OR RADAR REQUIRED. THIS IS VOR OR GPS RWY 31 ORIG-B.

Jacksonville

JACKSONVILLE INTL

Florida

NDB OR GPS RWY 7, AMDT 9A...

FDC Date: 03/31/98

FDC 8/2028/JAX/FI/P JACKSONVILLE INTL, JACKSONVILLE, FL. NDB OR GPS RWY 7, AMDT 9A... MISSED APPROACH... CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 VIA HEADING 250 AND CRG R-290 TO MONIA/CRG 29.18 DME/RADAR AND HOLD. HOLD WEST, LT 110 INBOUND. DME OR RADAR REQUIRED. THIS IS NDB OR GPS RWY 7, AMDT 9B.

Bedford

VIRGIL I. GRISSOM MUNI

Indiana

VOR/DME RWY 13 AMDT 10...

FDC Date: 03/18/98

FDC 8/1774/BFR/FI/P VIRGIL I. GRISSOM MUNI, BEDFORD, IN. VOR/DME RWY 13 AMDT 10... ADD NOTE... OBTAIN LCL ALSTG ON CTAF; WHEN NOT RECEIVED USE INDIANAPOLIS INTERNATIONAL ALSTG. THIS IS VOR/DME RWY 13, AMDT 10A.

Vineyard Haven

MARTHAS VINEYARD

Massachusetts

VOR OR GPS RWY 24 ORIG...

FDC Date: 03/25/98

FDC 8/1905/MVY/FI/P MARTHAS VINEYARD, VINEYARD HAVEN, MA.

VOR OR GPS RWY 24 ORIG...S-24...VIS CAT A AND B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. OTIS ANGB ALTIMETER SETTING MNMS. S-24... VIS CAT A AND B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. DELETE NOTE...FOR INOP MALSR, INCREASE S-24 CAT D VIS TO 1 1/4. ADD NOTE... VOR OR GPS MNMS... FOR INOP MALSR INCREASE CAT D VIS TO RVR 6000. THIS IS VOR OR GPS RWY 24 ORIG-A.

Vineyard Haven

MARTHAS VINEYARD

Massachusetts

ILS RWY 24 ORIG...

FDC Date: 03/25/98

FDC 8/1906/MVY/FI/P MARTHAS VINEYARD, VINEYARD HAVEN, MA. ILS RWY 24 ORIG...S-ILS RWY 24... VIS RVR 2400 ALL CATS. S-LOC-24... VIS CATS A, B AND C RVR 2400, CAT D 4000. OTIS ANGB ALTIMETER SETTING MNMS S-ILS 24... VIS RVR, 2400 ALL CATS. S-LOC 24... VIS CAT A AND B RVR 2400, CAT C AND D 4000. THIS IS ILS RWY 24 ORIG-A. VINEYARD HAVEN MARTHAS VINEYARD Massachusetts VOR OR GPS RWY 6 ORIG... FDC Date: 03/25/98

FDC 8/1907 /MVY/ FI/P MARTHAS VINEYARD, VINEYARD HAVEN, MA. VOR OR GPS RWY 6 ORIG...S-6... VIS RVR 5000 ALL CATS OTIS ANGB ALTIMETER SETTINGS MNMS S-6... VIS CAT A, B AND C RVR 5000, CAT D RVR 6000. THIS IS VOR OR GPS RWY 6 ORIG-A.

Nashua

BOIRE FIELD

New Hampshire

VOR RWY 32 ORIG...

FDC Date: 03/30/98

FDC 8/1999/ASH/FI/P BOIRE FIELD, NASHUA, NH. VOR RWY 32 ORIG... ALTN MNMS... STANDARD, EXCEPT CAT C 800-2 1/2, CAT D 800-2 1/2. THIS IS VOR RWY 32 ORIG-A.

Springfield

SPRINGFIELD-BECKLEY

Ohio

VOR OR GPS RWY 6, AMDT 10...

FDC Date: 03/23/98

FDC 8/1870/SGH/FI/P SPRINGFIELD-BECKLEY, SPRINGFIELD, OH. VOR OR GPS RWY 6, AMDT 10...S-6 MDA 1480/HAT 428 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. WRIGHT PATTERSON AFB ALSTG MNMS. S-6 MDA 1540/HAT 488 ALL CATS. THIS IS VOR OR GPS RWY 6, AMDT 10A.

Columbus

OHIO STATE UNIVERSITY

Ohio

GPS RWY 9R, ORIG-A...

FDC Date: 03/27/98

FDC 8/1951 /OSU/ FI/P OHIO STATE UNIVERSITY, COLUMBUS, OH. GPS RWY 9R, ORIG-A...S-9R MDA 1360/HAT 454 ALL CATS, VIS CAT C 3/4. THIS IS GPS RWY 9R, ORIG-B.

Tulsa

TULSA INTL

Oklahoma

NDB OR GPS RWY 36R AMDT 19C...

FDC Date: 03/19/98

FDC 8/1803 /TUL/ FI/P TULSA INTL, TULSA, OK. NDB OR GPS RWY 36R AMDT 19C...S-36R DME MNMS...MDA 1220/HAT 571 ALL CATS. VIS CAT C 1. CIRCLING CAT A/B/C MDA 1220/HAA 543. THIS IS NDB OR GPS RWY 36R AMDT 19D.

Duncan

HALLIBURTON FIELD

Oklahoma

LOC RWY 35, AMDT 4...

FDC Date: 03/23/98

THIS REPLACES FDC 8/1722.

FDC 8/1866/DUC/FI/P

HALLIBURTON FIELD, DUNCAN, OK. LOC RWY 35, AMDT 4...CIRCLING CAT A MDA 1560/HAA 447. HENRY POST AAF, FT SILL ALTM MNMS... CIRCLING CAT A-C MDA 1640/HAA 527. THIS IS LOC RWY 35, AMDT 4A.

Tulsa

TULSA INTL

Oklahoma

RADAR-1, AMDT 17A...

FDC Date: 03/30/98

FDC 8/1975/TUL/FI/P TULSA INTL, TULSA, OK. RADAR-1, AMDT 17A...S-36L MDA 1180/HAT 503 ALL CATS. VIS CAT C/D 1 1/2. CIRCLING CAT A/B/C MDA 1180/HAA 503. THIS IS RADAR-1, AMDT 17B.

Reedsville

MIFFLIN COUNTY

Pennsylvania

LOC RWY 6 AMDT 7...

FDC Date: 03/26/98

THIS REPLACES FDC 8/1762

PUBLISHED IN TL98-08.

FDC 8/1920/RVL/FI/P MIFFLIN COUNTY, REEDSVILLE, PA. LOC RWY 6 AMDT 7...CIRCLING CAT C MDA 1560/HAA 741, CAT D MDA 2360/HAA 1541. VIS CAT C2 1/4, CAT D 3. THIS IS LOC RWY 6 AMDT 7A.

Grantsburg

GRANTSBURG MUNI

Wisconsin

VOR/DME OR GPS-A, AMDT 1...

FDC Date: 03/27/98

FDC 8/1940/GTG/ FI/P

GRANTSBURG MUNI, GRANTSBURG,

WI. VOR/DME OR GPS-A, AMDT 1...CHANGE NOTE TO READ...USE CAMBRIDGE, MN ALTIMETER SETTING. THIS IS VOR/DME OR GPS-A, AMDT 1A.

Siren

BURNETT COUNTY
Wisconsin
VOR OR GPS RWY 4, AMDT 2...
FDC Date: 03/30/98

FDC 8/1991 /RZN/ FI/P BURNETT COUNTY, SIREN, WI. VOR OR GPS RWY 4, AMDT 2...CHG CAMBRIDGE ALSTG MNMS TO READ... CAMBRIDGE, MN ALSTG MNMS. CHG NOTE TO READ... OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE CAMBRIDGE, MN ALSTG. THIS IS VOR OR GPS RWY 4, AMDT 2A.

[FR Doc. 98-9650 Filed 4-10-98; 8:45 am]

BILLING CODE 4910-13-M

SECURITIES AND EXCHANGE COMMISSION

17 CFR PART 241

[Release No. 34-39829; File No. S7-10-98]

Confirmation and Affirmation of Securities Trades; Matching

AGENCY: Securities and Exchange Commission.

ACTION: Interpretive release; request for comments.

SUMMARY: The Securities and Exchange Commission ("Commission") is publishing its interpretation that a "matching" service that compares securities trade information from a broker-dealer and the broker-dealer's customer is a clearing agency function. The Commission also is soliciting comment on two possible approaches for providing exemptive relief from full clearing agency regulation for qualified electronic trade confirmation ("ETC") vendors that fall within the Commission's interpretation of clearing agency because they provide a matching service.

DATES: The interpretation contained in Section III of this release is effective April 13, 1998.

Comments should be submitted on or before June 12, 1998.

ADDRESSES: Interested persons should submit comments in triplicate to Jonathan Katz, Secretary, Securities and Exchange Commission, 450 5th Street, N.W., Washington, DC 20549-6009. Comments can be submitted electronically at the following E-mail address: rule-comments@sec.gov. All

comment letters should refer to File No. S7-10-98; this file number should be included on the subject line if E-mail is used. All comments received will be available for public inspection and copying in the Commission's Public Reference Room, 450 5th Street, NW, Washington, DC 20549. Electronically submitted comment letters will be posted on the Commission's Internet Web site (<http://www.sec.gov>).

FOR FURTHER INFORMATION CONTACT: Jerry W. Carpenter, Assistant Director; Jeffrey Mooney, Special Counsel; or Theodore R. Lazo, Attorney; at 202/942-4187, Office of Risk Management and Control, Division of Market Regulation, Securities and Exchange Commission, Washington, D.C. 20549.

SUPPLEMENTARY INFORMATION:

I. Introduction

Recently, the New York Stock Exchange ("NYSE"), the National Association of Securities Dealers ("NASD"), and the Municipal Securities Rulemaking Board ("MSRB") (collectively "SROs") filed proposed rule changes under Section 19(b) of the Securities Exchange Act of 1934 ("Exchange Act")¹ to amend their rules dealing with the post-trade processing of trades executed by their members. The SROs' current rules require their broker-dealer members to use the facilities of a securities depository² for the electronic confirmation and affirmation of transactions where the broker-dealer provides delivery-versus-payment ("DVP") or receive-versus-payment ("RVP")³ privileges to its customer ("SRO confirmation rules").⁴ As a practical matter, the SRO confirmation rules require broker-dealers to use The Depository Trust Company's ("DTC") Institutional Delivery ("ID") system because it is the only confirmation/affirmation service offered by a securities depository.⁵

¹ 15 U.S.C. 78s(b)(1).

² A "securities depository" is defined in the SRO confirmation rules as a clearing agency that is registered under Section 17A of the Exchange Act, 15 U.S.C. 78q-1.

³ RVP services allow an institutional seller to require cash payment before delivering its securities at settlement. DVP services allow an institutional buyer to pay for its purchased securities only when the securities are delivered. Generally, bids only extend RVP/DVP privileges to their institutional customers.

⁴ The confirmation rules are: MSRB Rule G-15(d)(ii); NASD Rule 11860(a)(5); and NYSE Rule 387(a)(5). The SROs and the Commission have separate rules requiring customer confirmations and specifying their content. See, e.g., Exchange Act Rule 10b-10, NASD Rule 2230; NYSE Rule 409. These rules are not the subject of this proceeding.

⁵ Previously, the Philadelphia Depository Trust Company and the Midwest Securities Trust Company offered confirmation/affirmation services,

Under the proposed amendments to the SRO confirmation rules, broker-dealers will be permitted to use entities that are not registered clearing agencies for the confirmation and affirmation of RVP/DVP transactions as long as the entities are qualified ETC vendors as defined by the SRO rules. A qualified ETC vendor intermediary will only transmit information between the parties to a trade, and the parties will confirm and affirm the accuracy of the information.

The Commission understands that the next step in the evolution of post-trade processing will be the development of matching services. "Matching" is the term used to describe the process by which an intermediary reconciles trade information from the broker-dealer and its customer to generate an affirmed confirmation which is then used in effecting settlement of the trade.

The Commission is of the view that matching constitutes a clearing agency function within the meaning of the clearing agency definition under Section 3(a)(23) of the Exchange Act.⁶ Specifically, matching constitutes "comparison of data respecting the terms of settlement of securities transactions." The Commission concludes that matching is so closely tied to the clearance and settlement process that it is different not only in degree but also different in kind from the current confirmation and affirmation process. The purpose of this release is to seek comment on the concept of providing exemptive relief either through registration as clearing agencies subject to reduced requirements or through the grant of a conditional exemption from registration to qualified ETC vendors that provide a matching service.

II. Background

A. Confirmation and Affirmation Process

The confirmation/affirmation process refers to the transmission of messages among broker-dealers, institutional investors, and custodian banks regarding the terms of a trade executed for the institutional investor. Because the trades of institutional investors involve larger sums of money, larger amounts of securities, more parties, and more steps between order entry and final settlement, institutional trades are usually more complex than retail transactions.

but these securities depositories no longer provide any depository services.

⁶ 15 U.S.C. 78c(a)(23).