

AMDT 2A...MSA FROM LWB VOR/  
DME 5800 (28NM). CHART  
GREENBRIER (LWB) VOR/DME. THIS  
IS ILS RWY 24 AMDT 2B.

*Bennington*

WILLIAM H. MORSE STATE  
Vermont  
VOR OR GPS-A AMDT 8...  
FDC Date: 12/21/98

FDC 8/8951 /DDH/ FI/P WILLIAM H.  
MORSE STATE, BENNINGTON, VT.  
VOR OR GPS-A AMDT 8...DELETE  
ALBANY ALSTG MNMS. DELETE  
NOTE... WHEN LOCAL ALTIMETER  
NOT RECEIVED, USE ALBANY ALSTG.  
CHART ASOS. THIS IS VOR OR GPS-  
A AMDT 8A.

*Bennington*

WILLIAM H. MORSE STATE  
Vermont  
GPS RWY 13 ORIG...  
FDC Date: 12/21/98

FDC 8/8952 /DDH/ FI/P WILLIAM H.  
MORSE STATE, BENNINGTON, VT.  
GPS RWY 13 ORIG...DELETE ALBANY  
ALSTG MNMS, DELETE NOTE...  
WHEN LOCAL ALTIMETER NOT  
RECEIVED, USE ALBANY ALSTG.  
CHART ASOS. THIS IS GPS RWY 13  
ORIG-A.

*La Crosse*

LA CROSSE MUNI  
Wisconsin  
ILS RWY 18, AMDT 18...  
FDC Date: 12/17/98

FDC 8/8876 /LSE/ FI/P LA CROSSE  
MUNI, LA CROSSE, WI. ILS RWY 18,  
AMDT 18...DLT ALL REFERENCE TO  
MM. THIS IS ILS RWY 18, AMDT 18A.

*Harrisburg*

HARRISBURG-RALEIGH  
Illinois  
GPS RWY 24 ORIG...  
FDC Date: 12/11/98

FDC 8/8675 /HSB/ FI/P  
HARRISBURG-RALEIGH,  
HARRISBURG IL. GPS RWY 24  
ORIG...DELETE MOUNT VERNON  
ALTIMETER SETTING MINIMUMS.  
DELETE NOTE... OBTAIN LOCAL  
ALTIMETER SETTING ON CTAF;  
WHEN NOT RECEIVED, USE MOUNT  
VERNON ALTIMETER SETTING  
DELETE... ASTERISK AT STEPDOWN  
FIX ALTITUDE. DELETE PROFILE  
NOTE... 980 WHEN USING MOUNT  
VERNON ALTIMETER SETTING. THIS  
IS GPS RWY 24 ORIG-A.

*Harrisburg*

HARRISBURG-RALEIGH  
Illinois  
NDB RWY 24 AMDT 10...  
FDC Date: 12/11/98

FDC 8/8676 /HSB/ FI/P  
HARRISBURG-RALEIGH,  
HARRISBURG, IL. NDB RWY 24 AMDT  
10...DELETE MOUNT VERNON  
ALTIMETER SETTING MINIMUMS.  
DELETE NOTE... OBTAIN LOCAL  
ALTIMETER SETTING ON CTAF;  
WHEN NOT RECEIVED, USE MOUNT  
VERNON ALTIMETER SETTING  
ALTERNATE MNMS STANDARD. THIS  
IS NDB RWY 24 AMDT 10A.

*Macomb*

MACOMB MUNI  
Illinois  
VOR/DME OR GPS-A, AMDT 7...  
FDC Date: 12/11/98

FDC 8/8678 /MQB/ FI/P MACOMB  
MUNI, MACOMB, IL. VOR/DME OR  
GPS-A, AMDT 7...DELETE  
BURLINGTON ALTIMETER SETTING  
MINIMUMS. DELETE NOTE... OBTAIN  
LOCAL ALTIMETER SETTING ON  
CTAF; IF NOT RECEIVED, USE  
BURLINGTON ALTIMETER SETTING.  
DELETE ALTERNATE MNMS NOTE...  
NA EXCEPT FOR OPERATORS WITH  
APPROVED WEATHER REPORTING  
SERVICE. ALTERNATE MNMS  
STANDARD. THIS IS VOR/DME OR  
GPS-A, AMDT 7A.

*Macomb*

MACOMB MUNI  
Illinois  
LOC RWY 27, AMDT 2...  
FDC Date: 12/11/98

FDC 8/8679/MQB/ FI/P MACOMB  
MUNI, MACOMB, IL. LOC RWY 27,  
AMDT 2...DELETE BURLINGTON  
ALTIMETER SETTING MINIMUMS,  
DELETE NOTE... OBTAIN LOCAL  
ALTIMETER SETTING ON CTAF; IF  
NOT RECEIVED, USE BURLINGTON  
ALTIMETER SETTING. DELETE  
ALTERNATE MNMS NOTE... NA  
EXCEPT FOR OPERATORS WITH  
APPROVED WEATHER REPORTING  
SERVICE. ALTERNATE MNMS NA.  
THIS IS LOC RWY 27, AMDT 2A.

*Macomb*

MACOMB MUNI  
Illinois  
NDB OR GPS RWY 27, AMDT 2B...  
FDC Date: 12/11/98

FDC 8/8680/MQB/ FI/P MACOMB  
MUNI, MACOMB, IL. NDB OR GPS  
RWY 27, AMDT 2B...DELETE  
BURLINGTON ALTIMETER SETTING  
MINIMUMS. DELETE NOTE... OBTAIN  
LOCAL ALTIMETER SETTING ON  
CTAF; IF NOT RECEIVED, USE  
BURLINGTON ALTIMETER SETTING.  
DELETE ALTERNATE MNMS NOTE...  
NA EXCEPT FOR OPERATORS WITH  
APPROVED WEATHER REPORTING  
SERVICE. ALTERNATE MNMS NA.

THIS IS NDB OR GPS RWY 27, AMDT  
2C.

[FR Doc. 99-648 Filed 1-11-99; 8:45 am]  
BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 29429; Amdt. No. 1907]

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 the adoption of new or revised criteria, or 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 matters 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 the 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, U.S. Government Printing Office, Washington, DC 20402.

**FOR FURTHER INFORMATION CONTACT:** Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73125) telephone: (405) 954-4164.

**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 of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. 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 on 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 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (NFDC) 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 some SIAP amendments may require making them effective in less than 30 days. For the

remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, 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 SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these 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 some SIAPs effective in less than 30 days.

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 December 24, 1998.

**Richard O. Gordon,**

*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 and 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 28 January 1999*

Lago Vista, TX, Lago Vista TX-Rusty Allen, VOR/DME-A, Amdt 2A, CANCELLED  
Park Falls WI, Park Falls Muni, NDB RWY 36, Orig

\* \* \* *Effective 25 February 1999*

Haleyville, AL, Posey Field, VOR/DME OR GPS RWY 18, Amdt 4  
Lexington, KY, Blue Grass, Radar-1, Amdt. 11, CANCELLED  
Cincinnati, OH, Cincinnati Muni Airport-Lunken Field, NDB OR GPS RWY 21L, Amdt 14  
Cincinnati, OH, Cincinnati Muni Airport-Lunken Field, NDB OR GPS RWY 25, Amdt 8  
Cincinnati, OH, Cincinnati Muni Airport-Lunken Field, ILS RWY 21L, Amdt 16

\* \* \* *Effective 25 March 1999*

Danville, IL, Vermilion County, ILS RWY 21, Amdt 6  
Alliance, NE, Alliance Muni, NDB RWY 12, Orig  
Alliance, NE, Alliance Muni, NDB RWY 30, Orig  
Hartsville, SC, Hartsville Muni, NDB RWY 21, Orig  
Hartsville, SC, Hartsville Muni, NDB OR GPS RWY 21, Amdt. 3B, CANCELLED

[FR Doc. 99-647 Filed 1-11-99; 8:45 am]

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#### COMMODITY FUTURES TRADING COMMISSION

#### 17 CFR Part 3

#### Temporary Licenses for Associated Persons, Floor Brokers, Floor Traders and Guaranteed Introducing Brokers

**AGENCY:** Commodity Futures Trading Commission.

**ACTION:** Final rules.

**SUMMARY:** The Commodity Futures Trading Commission (Commission or CFTC) has adopted amendments to its rules governing the granting of a temporary license (TL) by the National Futures Association (NFA) to applicants for registration in the categories of associated person (AP), floor broker (FB), floor trader (FT), and guaranteed introducing broker (IBG). These amendments authorize NFA, in appropriate cases, to grant a TL to an