

**§ 703.100 [Amended]**

5. Amend § 703.100 by adding the word "security" between the words "priority" and "interest" in paragraph (k)(2).

**§ 703.150 [Amended]**

6. Amend § 703.150 by adding the word "investment" in place of the word "security" each time it appears in the definitions of "Adjusted trading" and "Pair-off transaction."

[FR Doc. 97-31504 Filed 12-3-97; 8:45 am]

BILLING CODE 7535-01-P

**NATIONAL CREDIT UNION ADMINISTRATION**

**12 CFR Part 704**

**Corporate Credit Unions**

**AGENCY:** National Credit Union Administration (NCUA).

**ACTION:** Final rule; delay of compliance.

**SUMMARY:** On March 7, 1997, the NCUA Board issued final amendments to part 704 of the NCUA Rules and Regulations, which governs corporate credit unions. The effective date of the final amendments is January 1, 1998. While the effective date remains the same, this document delays mandatory compliance with the final amendments until May 1, 1998. The delay gives corporate credit unions more time to meet the capital, staff, and infrastructure requirements of the new regulation.

**DATES:** Mandatory compliance with part 704, as published at 62 FR 12929 (March 19, 1997), is delayed until May 1, 1998.

**ADDRESSES:** National Credit Union Administration, 1775 Duke Street, Alexandria, Virginia 22314-3428.

**FOR FURTHER INFORMATION CONTACT:** Robert F. Schafer, Director, Office of Corporate Credit Unions, at the above address or telephone (703) 518-6640; or Edward Dupcak, Director, Office of Investment Services, at the above address or telephone (703) 518-6620.

By the National Credit Union Administration Board on November 24, 1997.

**Becky Baker,**

*Secretary of the Board.*

[FR Doc. 97-31503 Filed 12-3-97; 8:45 am]

BILLING CODE 7535-01-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. 97-ACE-05]

**Removal of Class D Airspace, Marshall Army Airfield, Ft. Riley, KS**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action confirms the effective date of a direct final rule which removed the Class D airspace area at Marshall Army Airfield, Ft. Riley, Kansas. The control tower at Marshall Army Airfield is not in operation and will not be operational in the foreseeable future.

**EFFECTIVE DATE:** The direct final rule published at 62 FR 17052 became effective 0901 UTC July 17, 1997.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone (816) 426-3408.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on April 9, 1997 (62 FR 17052). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, was received within the comment period, the regulation would become effective on July 17, 1997. No adverse comments were received, and thus this document confirms that the direct final rule became effective on that date.

Issued in Kansas City, MO, on October 23, 1997.

**Christopher R. Blum,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 97-31706 Filed 12-3-97; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. 97-ACE-22]

**Amendment to Class E Airspace; St. Louis, MO**

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action amends the Class E airspace area at Lambert-St. Louis International Airport, St. Louis, MO. The FAA has developed an Instrument Landing System (ILS) Runway (RWY) 6 Standard Instrument Approach Procedure (SIAP) and a VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) RWY 17 SIAP to serve the Lambert-St. Louis International Airport. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate these SIAPs. The Class E airspace for St. Louis Regional, St. Charles County Smartt, and Spirit of St. Louis Airports are enlarged to conform to requirements of FAA Order 7400.2D. The intended effect of this rule is to provide Class E airspace for aircraft executing ILS RWY 6 and VOR/DME RWY 17 SIAPs, and to conform with the requirements of FAA Order 7400.2D.

**DATES:** *Effective date:* 0901 UTC April 23, 1998.

*Comment date:* Comments must be received on or before January 15, 1998.

**ADDRESSES:** Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, Federal Aviation Administration, Docket Number 97-ACE-22, 601 East 12th St., Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone (816) 426-3408.

**SUPPLEMENTARY INFORMATION:** The FAA has developed ILS RWY 6 and VOR/