

V-319, and V-453 are being amended by adding non-part 95 segments which provide continuity and make it easier for the pilot to plan the flight and file the flight plan. The conversion of these non-part 95 segments would change uncharted nonregulatory route segments to VOR Federal Airway segments, thus adding to the instrument flight rules (IFR) airway and route infrastructure in Alaska. Also, pilots would be provided with minimum en route altitudes and minimum obstruction clearance altitudes information along the new route segments, thereby enhancing safety.

V-456 would be amended to correct a discrepancy with the victor airway and how it is depicted on the IFR Enroute L-3/L-4 Low Altitude—Alaska Chart and the Kodiak Aeronautical Sectional Chart. The outbound radial from King Salmon is 032° on the sectional chart and 033° on the enroute chart. The current legal description for V-456 includes an intersection (King Salmon 053° and Kenai 239°) which needs to be removed. This action would make the route segment a straight line and would not affect the fixes STREW, BITOP, or COPPS on V-456.

Jet routes, green Federal airways, and Alaskan VOR Federal airways are published in paragraph 2004, paragraph 6009(a), and paragraph 6010(b), respectively, of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The jet routes, green Federal airway, and Alaskan VOR Federal airways listed in this document would be published subsequently in the Order.

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 proposed action: (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.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 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 Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 2004—Jet Routes

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J-111 [Revised]

From Nome, AK, via Unalakleet, AK; McGrath, AK; Anchorage, AK.

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J-115 [Revised]

From Shemya, AK, NDB; Mount Moffett, AK, NDB; Dutch Harbor, AK, NDB; Cold Bay, AK; King Salmon, AK; INT King Salmon 053° and Kenai, AK, 239° radials; Kenai; Anchorage, AK; Fairbanks, AK; Chandalar, AK, NDB; to Deadhorse, AK.

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J-127 [Revised]

From King Salmon, AK; to INT King Salmon 042° and Anchorage, AK, 246° radials.

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J-501 [Revised]

From San Marcus, CA, via Big Sur, CA; Point Reyes, CA, via Rogue Valley, OR; Hoquiam, WA; INT Hoquiam 354° and Tatoosh, WA, 162° radials; Tatoosh; Cape Scott, BC, Canada, NDB; Sandspit, BC, Canada; Biorka Island, AK; Yakutat, AK; Johnstone Point, AK; Anchorage, AK; Sparrevohn, AK; Bethel, AK; excluding the airspace within Canada.

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J-511 [Revised]

From Dillingham, AK; Anchorage, AK; Big Lake, AK; Gulkana, AK; to Burwash Landing, YT, Canada, NDB, excluding the portion which lies over Canadian territory.

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J-814R [Revoked]

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Paragraph 6009(a)—Green Federal Airways

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Green-8 [Revised]

From Shemya, AK, NDB; 20 AGL, Mount Moffet, NDB, AK; 20 AGL, Dutch Harbor, AK, NDB; 20 AGL, INT Dutch Harbor NDB 041° and Elfee, AK, NDB 253° bearings; 20 AGL, Elfee NDB; 20 AGL Saldo, AK, NDB; INT Saldo NDB 054° and Kachemak, AK, NDB 269° bearings; to Kachemak NDB. From Campbell Lake, AK, NDB; Glenallen, AK, NDB; INT Glenallen NDB 052° and Nabesna, AK NDB 252° bearings; Nabesna NDB.

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Paragraph 6010(b)—Alaskan VOR Federal Airways

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V-319 [Revised]

From Yakutat, AK, via Johnstone Point, AK; INT Johnstone Point 286° and Anchorage, AK, 117° radials; Anchorage; Sparrevohn, AK; Bethel, AK; Hooper Bay, AK; Nanwak, AK, NDB; to Kipnuk, AK.

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V-453 [Revised]

From King Salmon, AK; Dillingham, AK; INT Dillingham, AK 308° and Bethel, AK 143° radials; Bethel, AK; to Unalakleet, AK.

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V-456 [Revised]

From Cold Bay, AK; King Salmon, AK; Kenai, AK; Anchorage, AK; Big Lake, AK; Gulkana, AK; to Northway, AK.

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Issued in Washington, DC, April 6, 1999.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 99–9298 Filed 4–13–99; 8:45 am]

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SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 240

[Release No. 34–41261; File No. S7–5–99]

RIN 3235–AH40

Publication or Submission of Quotations Without Specified Information

AGENCY: Securities and Exchange Commission.

ACTION: Reproposed rule; extension of comment period.

SUMMARY: The Securities and Exchange Commission is extending the comment period for a release repropounding amendments to Rule 15c2–11 under the Securities Exchange Act of 1934 (Release No. 34–41110) which was published in the **Federal Register** on

March 8, 1999 (64 FR 11124). Rule 15c2-11 governs the publication of quotations for securities in a quotation medium other than a national securities exchange or Nasdaq. The comment period for Release No. 34-41110 is being extended to May 8, 1999.

DATES: Comments must be received on or before May 8, 1999.

ADDRESSES: Comments should be submitted in triplicate to Jonathan G. Katz, Secretary, Securities and Exchange Commission, 450 Fifth Street, NW, Washington, DC 20549-0609. Comments may also be submitted electronically at the following E-mail address: rule-comments@sec.gov. All comment letters should refer to File No. S7-5-99. All comments received will be available for public inspection and copying in the Commission's Public Reference Room, 450 Fifth Street, NW, Washington, DC 20549. Electronically submitted comment letters will be posted on the Commission's Internet website (<http://www.sec.gov>).

FOR FURTHER INFORMATION CONTACT: Any of the following attorneys in the Division of Market Regulation, Securities and Exchange Commission, 450 Fifth Street, NW, Washington, DC 20549-1001, at (202) 942-0772: James A. Brigagliano, Florence E. Harmon, Jerome J. Roche, or Thomas D. Eidt.

SUPPLEMENTARY INFORMATION: On February 25, 1999, the Commission issued Release No. 34-41110 soliciting comment on repropoed amendments to Rule 15c2-11. Rule 15c2-11 governs the publication of quotations for securities in a quotation medium other than a national securities exchange or Nasdaq. The Commission originally requested that comments on this repropoal be received by April 7, 1999. The Commission has recently received several requests to extend the comment period and believes that extending the comment period is appropriate in order to give the public additional time to comment on the matters addressed by the release. Therefore, the Commission is extending the comment period to May 8, 1999, for Release No. 34-41110 (Publication or Submission of Quotations Without Specified Information).

Dated: April 8, 1999.

By the Commission.

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 99-9242 Filed 4-13-99; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Parts 600 and 648

[I.D. 040599D]

Magnuson-Stevens Act Provisions; General Provisions for Domestic Fisheries; Applications for Exempted Fishing Permits (EFPs)

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notification of experimental fishery proposals; request for comments.

SUMMARY: NMFS announces that the Regional Administrator, Northeast Region, NMFS (Regional Administrator), is considering approval of the Gulf of Maine Separator Trawl Whiting Fishery (Separator Trawl Fishery) and proposed supplemental gear testing experiment to enable vessels to conduct operations otherwise restricted by regulations governing the Northeastern Multispecies Fishery. The experimental fisheries would allow commercial vessels to fish for, retain, and land silver hake (whiting) with mesh smaller than currently allowed in a portion of the Gulf of Maine/Georges Bank Regulated Mesh Area. These experiments would continue investigations designed to demonstrate the effectiveness of a bycatch reduction device (separator grate) assembled on small-mesh silver hake (whiting) trawls. It is anticipated that participation level would be dictated by two interrelated factors: Market value of whiting at the dock and the availability of the whiting at sea. Approximately 60 vessels were authorized to participate in last year's experiment from July 1 - November 30, 1998, although enrollment periods fluctuated due to the factors identified here. Regulations implementing the Magnuson-Stevens Fishery Conservation and Management Act require publication of this notification to provide interested parties the opportunity to comment on the proposed experimental fisheries.

DATES: Comments on this notice must be received by April 29, 1999.

ADDRESSES: Comments should be sent to Jon Rittgers, Acting Regional Administrator, NMFS, Northeast Regional Office, 1 Blackburn Drive, Gloucester, MA 01930. Mark on the outside of the envelope "Comments on Proposed Experimental Fisheries."

FOR FURTHER INFORMATION CONTACT:

Bonnie VanPelt, Fishery Management Specialist, 978-281-9244.

SUPPLEMENTARY INFORMATION: The Maine Department of Marine Resources (MEDMR) submitted an application to continue the experimental whiting separator trawl fishery (Separator Trawl Fishery) in the Small Mesh Northern Shrimp Area, a portion of the Gulf of Maine/Georges Bank Regulated Mesh Area. This will provide an additional opportunity to collect information on the effectiveness of the separator grate in an effort to show that the separator trawl fishery could be a low bycatch fishery. Although this would be the fifth consecutive year of the experiment, data from previous years are sparse and inclusive, due in part to the fact that the whiting failed to school in the experimental fishery areas and market value of whiting declined. As a result, there was limited activity in the experimental fishery in 1998. Therefore, in order to gather sufficient data on the separator grate's ability to reduce bycatch of regulated species consistent with the requirement of an exempted fishery, as well as to determine whether the fishery as a whole can reach its economic potential, a continuation of the experiment is necessary.

Participants in the Separator Trawl Fishery will be required to elect either a food fishery or bait fishery component designation: Food fishery enrollment includes an allowance for landing whiting at the dock only, while bait fishery enrollment allows for at-sea utilization of whiting and transfer of whiting catch at sea under a special authorization. Program participants may designate only one fishery component at a time for a minimum enrollment of 7 days.

A participants list will be compiled by the MEDMR based on a trends analysis of historical enrollment in recent years. Further limitations on participation may be necessary depending on consistency in reporting or logbook compliance issues identified through the NMFS review process.

As part of the same request, the MEDMR also requested a supplemental gear testing experiment to support the objectives of the Separator Trawl Fishery. Proposed modifications of the current gear include two increased bar spacings on the separator grate and two increased codend mesh sizes along with the addition of a raised footrope configuration on the otter trawl. The gear testing experiment may reveal modifications in trawl gear and grate configuration that would be more effective in reducing bycatch and more