added, deleted or postponed, please contact:

The Office of the Secretary at (202) 551–5400.

Dated: December 29, 2010.

Elizabeth M. Murphy,

Secretary.

[FR Doc. 2010–33261 Filed 12–30–10; 11:15 am]

BILLING CODE 8011–01–P

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–63611; File No. SR–FICC–2010–08]

Self-Regulatory Organizations; Fixed Income Clearing Corporation; Order Approving Proposed Rule Change To Eliminate Certain Cash Adjustments Currently Processed by the MBSD

December 28, 2010.

I. Introduction

On October 28, 2010, the Fixed Income Clearing Corporation ("FICC") filed with the Securities and Exchange Commission ("Commission") the proposed rule change SR–FICC–2010–08 pursuant to Section 19(b)(1) of the Securities Exchange Act of 1934 ("Act").[1] The proposed rule change was published for comment in the **Federal Register** on November 17, 2010.[2] No comment letters were received on the proposal. This order approves the proposal.

II. Description

FICC is eliminating the cash adjustments that are currently processed by the Mortgage-Backed Securities Division ("MBSD") of FICC because they have low monetary impact and the clearance event ("significant variance") they were originally designed to address no longer applies.[3] Variance was originally established when mortgage-backed securities were physically settled and it was difficult to organize physical pools into $1 million par amounts for delivery.

As a result of the netting of To Be Announced ("TBA") transactions, a participant may have a settlement obligation to another participant with which it did not trade ("SBON Obligations"). SBON Obligations are created in multiples of $1 million par amounts and are assigned a uniform delivery price. Since the delivery price will differ from the participant's original trade price, an adjustment is calculated for the difference between the delivery price and the trade price. This adjustment is referred to as the Settlement Balance Order Market Differential ("SBOMD").

Participants notify the MBSD when they have settled their SBON Obligations with their assigned counterparties through the Notification of Settlement ("NOS") process. From the information supplied by both the delivering and receiving participants in their respective NOS, the MBSD determines whether the securities delivered were in $1 million par amounts or in a par amount within acceptable variance (plus or minus $100 per million). In instances where the delivery was completed in $1 million par amounts, the MBSD takes no additional steps.

Currently, if the delivery was cleared for a par amount within acceptable variance, the MBSD will calculate a cash adjustment to reconcile the difference between the original SBOMD (based on a $1 million par amount) and what the SBOMD should have been (based on the par amount delivered). As mortgage-backed securities migrated from physical to electronic settlement, acceptable variance has been reduced from an initial $50,000 per million to the current amount of $100 per million. MBSD is eliminating this cash adjustment process.

III. Discussion

The Commission finds that the proposed rule change is consistent with the requirements of the Act[4] and the rules and regulations thereunder applicable to FICC.[5] In particular, the Commission believes that by deleting a rule that covers a process that is no longer needed, FICC is providing its members with certainty and clarity of the clearance process to its members. The proposal is therefore consistent with the requirements of Section 17A(b)(3)(F),[6] which requires, among other things, that the rules of a clearing agency are designed to remove impediments to and perfect the mechanism of a national system for the prompt and accurate clearance and settlement of securities transactions.

IV. Conclusion

On the basis of the foregoing, the Commission finds that the proposal is consistent with the requirements of the Act and in particular with the requirements of Section 17A of the Act[7] and the rules and regulations thereunder.

It Is therefore ordered, pursuant to Section 19(b)(2) of the Act,[8] that the proposed rule change (File No. SR–FICC–2010–08) be, and hereby is, approved.

For the Commission by the Division of Trading and Markets, pursuant to delegated authority.[9]

Florence E. Harmon,

Deputy Secretary.

[FR Doc. 2010–33163 Filed 1–3–11; 8:45 am]

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SMALL BUSINESS ADMINISTRATION

Reporting and Recordkeeping Requirements Under OMB Review

AGENCY: Small Business Administration.

ACTION: Notice of reporting requirements submitted for OMB review.

SUMMARY: Under the provisions of the Paperwork Reduction Act (44 U.S.C. chapter 35), Agencies are required to submit proposed reporting and recordkeeping requirements to OMB for review and approval, and to publish a notice in the **Federal Register** notifying the public that the agency has made such a submission.

DATES: Submit comments on or before February 3, 2011. If you intend to comment but cannot prepare comments promptly, please advise the OMB Review and the Agency Clearance Officer before the deadline.

Copies: Request for clearance (OMB 83–1), supporting statement, and other documents submitted to OMB for review may be obtained from the Agency Clearance Officer.

ADDRESSES: Address all comments concerning this notice to: Agency Clearance Officer, Jacqueline White, Small Business Administration, 409 3rd Street, SW., 5th Floor, Washington, DC 20416; and OMB Reviewer, Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Washington, DC 20503.

FOR FURTHER INFORMATION CONTACT: Jacqueline White. Agency Clearance Officer, (202) 205–7044.

SUPPLEMENTARY INFORMATION:

Title: Lender Advantage.

Frequency: On Occasion.

[1] 15 U.S.C. 78s(b)(1).

[2] Securities Exchange Act Release No. 63301 (November 17, 2010), 75 FR 70328.

[3] The specific language of the proposed provision can be found at *http://www.dtcc.com/downloads/legal/rule_filings/2010/ficc/2010–08.pdf.*

[4] 15 U.S.C. 78q–1.

[5] In approving this proposed rule change, the Commission has considered the proposed rule's impact on efficiency, competition, and capital formation. *See* 15 U.S.C. 78c(f).

[6] 15 U.S.C. 78q–1(b)(3)(F).

[7] 15 U.S.C. 78q–1.

[8] 15 U.S.C. 78s(b)(2).

[9] 17 CFR 200.30–3(a)(12).

SBA Form Numbers: 2301 (Parts A, B, C, D and E) and 7.

Description of Respondents: Small business applicants and participating lenders.

Responses: 13,650.

Annual Burden: 48,990.

Title: SBIC Financial Reports.

Frequency: Quarterly.

SBA Form Number: 468.1, 2, 3 and 4.

Description of Respondents: Small Business Investment Companies.

Responses: 1,050.

Annual Burden: 26,700.

Jacqueline White,

Chief, Administrative Information Branch.

[FR Doc. 2010–33041 Filed 1–3–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Philadelphia International Airport, Capacity Enhancement Program, Environmental Impact Statement, Record of Decision

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of availability of record of decision (ROD).

SUMMARY: The FAA has issued a ROD for the Philadelphia International Airport (PHL), Capacity Enhancement Program (CEP), Environmental Impact Statement (EIS). The City of Philadelphia, the airport sponsor, owns and operates PHL and had requested FAA consider ways to accommodate existing and forecasted aviation demands. The purpose of the CEP is to enhance airport capacity in order to accommodate current and future aviation demand in the Philadelphia Metropolitan Area during all weather conditions. This ROD sets forth FAA's final determination and environmental approvals for the federal actions necessary to implement the CEP at the airport.

DATES: Effective upon publication in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Susan L. McDonald, Environmental Protection Specialist, Federal Aviation Administration, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Harrisburg, PA 17011.

SUPPLEMENTARY INFORMATION: In accordance with the National Environmental Policy Act, the FAA has completed a Record of Decision for the Environmental Impact Statement for the Philadelphia International Airport Capacity Enhancement Program. The ROD sets forth FAA's final determination and environmental approvals for the federal actions necessary to implement the CEP at PHL. The ROD also identifies Alternative A (the Project) as FAA's selected alternative for implementation. The purpose of the CEP is to enhance airport capacity in order to accommodate current and future aviation demand in the Philadelphia Metropolitan Area during all weather conditions. The Environmental Protection Agency (EPA) published a notice of availability of the Final EIS in the **Federal Register** on August 27, 2010 (75 FR 52736). The Final EIS was prepared in compliance with the National Environmental Policy Act of 1969 (NEPA), [42 U.S. C. 4321, *et seq.*], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR parts 1500–1508], and FAA directives [Order 1050.1E and Order 505.4B]. The Final EIS presented three alternatives; the No Action and two on-airport construction alternatives (Alternatives A and B), and identified Alternative A the preferred alternative. The FAA received comments on the Final EIS and these comments, along with FAA's responses, are included in Attachment A of the ROD.

The Project will have five runways connected by a redesigned and more efficient taxiway system than the No-Action Alternative. Runway 17–35 will remain as a 6,500-foot crosswind runway. Runway 8–26 will be extended 2,000 feet to the east, for a total length of 7,000 feet. This runway will continue to be unidirectional, serving westbound arrivals and eastbound departures. The Runway 8–26 eastern arrival threshold will be raised by approximately 55 feet in order to clear obstructions. Runway 8–26 will have an Engineered Materials Arresting System (EMAS) constructed at the east end of the runway. Runway 9L–27R will remain at its current length (9,500 feet) and location. It will support westbound departures in west flow, and eastbound arrivals in east flow. Runway 9R–27L will be extended to the east by 1,500 feet, to a total length of 12,000 feet. This runway will be renamed Runway 9C–27C. It will function primarily as an arrival runway during west flow operations and a departure runway during east flow. A new runway, Runway 9R–27L, 1,600 feet south of Runway 9C–27C will be constructed. This runway will be 9,103 feet long by 150 feet wide and will serve primarily as a departure runway in west flow and an arrival runway in east flow. Runway 9R–27L will have EMAS installed on its west end to reduce impacts to the Delaware River. Constructing this runway will affect the Delaware River. The approach lighting systems for proposed Runways 9R and 9L will be upgraded to meet CAT II/III approach requirements. The new approach light system for Runway 9R will be in the Delaware River, extending 1,700 feet from the limit of fill, and will be a pile-supported structure. The existing approach lighting systems for Runways 26 and 27C will be relocated based on the proposed threshold locations for each runway. All existing navigational aids will be relocated as necessary or new aids installed as required to meet the approach criteria for the particular runway end. The Airport Surveillance Radar (ASR–9) and the Precision Runway Monitor (PRM) south of Runway 9R–27L will be relocated as necessary.

The Project will upgrade and reconfigure the existing terminal complex in its existing location. It will add a new commuter terminal east of Runway 17–35. The total terminal complex will consist of eight concourses with 145 to 150 gates and approximately 3.6 million square feet. The existing terminal circulation, recirculation, and access will remain as it is now with minor shifts in horizontal and vertical alignments. An automated people mover (APM) will be constructed to transport passengers between terminals and parking facilities. The existing SEPTA rail line will continue to provide access to the terminals from outside the Airport and will interface directly with the APM system. The Project will enlarge the existing parking garages and construct a new centralized ground transportation center. The Project will also relocate or expand many of the other Airport facilities, including cargo, general aviation (corporate), maintenance, fuel, training facilities, and deicing facilities. The FAA's Air Traffic Control Tower (ATCT) will also be relocated. Service roadways and facilities will be reconstructed as needed.

In order to accommodate the Airport reconfiguration, several off-airport facilities and properties must be acquired and, in some cases, relocated. The UPS facility south of the Airport will be relocated to a new site in Tinicum. Hog Island Road will be closed and the freight railroad serving the USACE Fort Mifflin Dredge Disposal Facility will be relocated. Part of the Dredge Disposal Facility will be relocated north. The Sunoco Hog Island Wharf will be closed and its functions replaced by extending the existing Sunoco Fort Mifflin Pier to the west.

The Project will accommodate all forecasted operations with annualized