

Issued in Renton, Washington, on April 16, 1999.

Darrell M. Pederson,

*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*

[FR Doc. 99-10175 Filed 4-22-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASW-54]

Revision of Class E Airspace; San Antonio, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This notice confirms the effective date of a direct final rule which revises Class E airspace at San Antonio, TX.

EFFECTIVE DATE: The direct final rule published at 64 FR 3208 is effective 0901 UTC, May 20, 1999.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on January 21, 1999 (64 FR 3208). 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, were received within the comment period, the regulation would become effective on May 20, 1999. No adverse comments were received, and thus this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on April 14, 1999.

Albert L. Viselli,

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

[FR Doc. 99-10090 Filed 4-22-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASW-55]

Revision of Class E Airspace; Monroe, LA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This notice confirms the effective date of a direct final rule which revises Class E airspace at Monroe, LA.

EFFECTIVE DATE: The direct final rule published at 64 FR 3207 is effective 0901 UTC, May 20, 1999.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on January 21, 1999 (64 FR 3207). 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, were received within the comment period, the regulation would become effective on May 20, 1999. No adverse comments were received, and thus this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on April 14, 1999.

Albert L. Viselli,

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

[FR Doc. 99-10089 Filed 4-22-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-6]

Amendment to Class E Airspace; Boonville, MO; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date and correction.

SUMMARY: This document confirms the effective date of a direct final rule which revises the Class E airspace at Boonville, MO, and corrects an error in the geographic coordinates for the Viertel Nondirectional Radio Beacon (NDB) as published in the **Federal Register** February 22, 1999 (64 FR 8508), Airspace Docket No. 99-ACE-6.

DATES: The direct final rule published at 64 FR 8508 is effective on 0901 UTC, May 20, 1999.

This correction is effective on May 20, 1999.

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:

History

On February 22, 1999, the FAA published in the **Federal Register** a direct final rule; request for comments which revises the Class E airspace at Boonville, MO (FR Document 99-4175, 64 FR 8508, Airspace Docket No. 99-ACE-6). An error was subsequently discovered in the geographic coordinates for the Viertel NDB. This action corrects that error. After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that this correction will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects the geographic coordinates for the Viertel NDB and confirms the effective date of the direct final rule.

The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comments. 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, were received within the comment period, the regulation would become effective on May 20, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Correction to the Direct final rule

Accordingly, pursuant to the authority delegated to me, the geographic coordinates for the Viertel

NDB, as published in the **Federal Register** on February 22, 1999 (64 FR 8508), **Federal Register** Document 99-4175; page 8509, column three) are corrected as follows:

§ 71.1 [Corrected]

ACE MO E5 Boonville, MO [Corrected]

On page 8509, in the third column, under Viertel NDB, by correction (lat. 38°57'03" N., long. 92°41'22" W.) to read (lat. 38°56'58" N., long. 92°41'03" W.)

Issued in Kansas City, MO on April 2, 1999.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 99-10278 Filed 4-22-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-5]

Amendment to Class E Airspace; El Dorado, KS; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date and correction.

SUMMARY: This document confirms the effective date of a direct final rule which revises the Class E airspace at El Dorado, KS, and corrects an error in the airspace designation for Captain Jack Thomas/El Dorado Airport as published in the **Federal Register** February 22, 1999 (64 FR 8507), Airspace Docket No. 99-ACE-5.

DATES: The direct final rule published at 64 FR 8507 is effective on 0910 UTC, May 20, 1999.

This correction is effective on May 20, 1999.

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:

History

On February 22, 1999, the FAA published in the **Federal Register** a direct final rule; request for comments which revises the Class E airspace at El Dorado, KS (FR Docket 99-4176, 64 FR 8507, Airspace Docket No. 99-ACE-5). An error was subsequently discovered in the airspace designation for Captain Jack Thomas/El Dorado Airport. This action corrects that error. After careful review of all available information related to the subject presented above,

the FAA has determined that air safety and the public interest require adoption of the rule. The FAA has determined that this correction will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects the airspace designation for the Captain Jack Thomas/El Dorado Airport and confirms the effective date of the direct final rule.

The FAA uses the direct final rulemaking 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, were received with the comment period, the regulation would become effective on May 20, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Correction to the Direct final rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for Captain Jack Thomas/El Dorado Airport, as published in the **Federal Register** on February 22, 1999 (64 FR 8507), **Federal Register** Document 99-4176; page 8508, column three) is corrected as follows:

§ 71.1 [Corrected]

ACE KS E5 El Dorado, KS [Corrected]

On page 8508, in the third column, line seven, correct the airspace designation by removing the word "south" and adding "southwest."

Issued in Kansas City, MO on April 2, 1999.

Christopher R. Blum,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 99-10277 Filed 4-22-99; 8:45 am]

BILLING CODE 4910-13-M

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

14 CFR Part 1214

Use of Small Self-Contained Payloads

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Interim final rule.

SUMMARY: NASA is removing its rule on use of small self-contained payloads. This rule, in effect since August 31, 1992, revised the prices for standard launch support of Small Self-Contained Payloads (SSCP), as well as clarified and amended other features of the SSCP policy. It addressed conditions of use of the space shuttle, reimbursement policy,

flight schedule and reflight, patent and data rights, among other things. NASA plans to issue a new policy whereby domestic educational institutions will have priority ranking in the manifest process.

EFFECTIVE DATE: April 23, 1999.

FOR FURTHER INFORMATION CONTACT:

Lynda Cywanowicz, 202-358-1673.

SUPPLEMENTARY INFORMATION: The rule removed in this document was originally published at 45 FR 73023, November 4, 1980, and was codified in the Code of Federal Regulations at 14 CFR part 1214, subpart 1214.9. The proposed new policy will be separately published in the **Federal Register**, for notice and comment, before becoming a final rule.

List of Subjects in 14 CFR Part 1214

Government employees, Government procurement, Security measures, Space transportation, and exploration.

Daniel S. Goldin,
Administrator.

Accordingly, NASA amends 14 CFR chapter V as follows:

PART 1214—SPACE SHUTTLE

1. The authority citation for part 1214 continues to read as follows:

Authority: Sec. 203, Public Law 85-568, 72 Stat. 429, as amended (42 U.S.C. 2473).

Subpart 1214.9—[Removed and Reserved]

2. Subpart 1214.9, consisting of §§ 1214.900 through 1214.912, is removed and reserved.

[FR Doc. 99-9896 Filed 4-22-99; 8:45 am]

BILLING CODE 7510-01-M

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

14 CFR Part 1214

Special Policy on Small Self-Contained Payloads (SSCP's) By Domestic Educational Institutions

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Interim final rule.

SUMMARY: NASA is removing its rule on special policy on small, self-contained payloads (SSCP's) by domestic educational institutions. This rule, in effect since December 21, 1992, offered lower prices, relative to other users, for standard launch services for SSCP's sponsored by domestic educational institutions that agreed to certain provisions and could meet certain criteria. NASA plans to issue a new policy to reduce further the price for SSCP standard launch services for