

**§ 1477.210 Other specialty crops.**

(a) Other special provisions to assess losses and calculate disaster assistance under this subpart apply to the following crops and such other crops as may be identified in instructions issued by the Deputy Administrator: turfgrass sod, honey and maple sap.

(b) For turfgrass sod, disaster benefits under this subpart are limited to turfgrass sod which would have matured and been harvested during 1998, when a disaster caused in excess of 35 percent of the expected production to die.

(c) For honey, disaster benefits under this subpart are limited to table and nontable honey produced commercially for human consumption. For calculating benefits, all honey is considered a single crop, regardless of type or variety of floral source or intended use.

(d) For maple sap, disaster benefits under this subpart are limited to maple sap produced on private property in a controlled environment by a commercial operator for sale as sap or syrup. The maple sap must be produced from trees that are: located on land the producer controls by ownership or lease; managed for production of maple sap; and are at least 30 years old and 12 inches in diameter.

**Subpart C—Multi-Year Crop Loss Disaster Assistance Program****§ 1477.300 Multi-year crop losses.**

(a) The disaster benefits under this subpart, the 1998 Crop Loss Disaster Assistance Program Multi-year Losses, will be equal to 25 percent of the producer's previous loss payments for the qualifying losses if the producer received:

(1) Crop insurance indemnity payments for crop losses on insured crops under the RMA-administered program, excluding replanting or raisin reconditioning payments; or

(2) Payments from the Non-insured Crop Disaster Assistance Program for multi-year crop losses, including any 1994 ad hoc disaster payment of a noninsurable crop.

(b) In order to receive benefits under this subpart, the producer must have received (a)(1) or (a)(2) in at least 3 of the 5 crop years running from 1994 through 1998 and only such losses shall be considered qualifying losses for purposes of paragraph (a) of this section.

(c) For multi-year eligibility based on crop insurance indemnity payments, RMA will determine the producers that meet the eligibility requirements along with indemnity amounts and pass the data to FSA.

(d) For NAP multi-year eligibility, FSA will determine eligible producers. Because the multi-year payments are based on payments previously received, area loss provisions apply.

(e) For purposes of paragraph (a) of this section, the "Federal loss payments" shall only be those payments which were received for qualifying losses under the programs identified in paragraphs (a)(1) and (a)(2) of this section. In addition, benefits under this part will be permitted only where the qualifying losses were suffered by the identical producers, as determined under instructions of the Deputy Administrator. Changes in the organization and control of entities or production units will be considered to be changes in producers for crop history purposes. Likewise, in joint ventures, the entity will be considered to be the producer, not the individual members, and representational entities, such as a trust, will be considered different producers than the beneficiaries of the entity, except as otherwise allowed by the Deputy Administrator. The provisions of this subsection shall be used for qualifying purposes only for multi-year benefits and shall not, for qualified recipients, affect other restrictions that limit the maximum payment amount that may be received under this program.

Signed at Washington, DC, on April 9, 1999.

**Keith Kelly,**

*Executive Vice President, Commodity Credit Corporation.*

[FR Doc. 99-9350 Filed 4-12-99; 12:42 pm]

BILLING CODE 3410-05-P

**DEPARTMENT OF TRANSPORTATION****14 CFR Part 71**

**[Airspace Docket No. 98-AGL-73]**

**Modification of Class E Airspace; Port Clinton, OH; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects the legal description of a final rule that was published in the **Federal Register** on Friday, March 26, 1999 (64 FR 14600), Airspace Docket No. 98-AGL-73. The final rule modified Class E Airspace at Port Clinton, OH.

**EFFECTIVE DATE:** 0901 UTC, May 20, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal

Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone: (847) 294-7477.

**SUPPLEMENTARY INFORMATION:****History**

**Federal Register** Document 99-7450, Airspace Docket No. 98-AGL-73, published on March 26, 1999 (64 FR 14600), modified Class E Airspace at Port Clinton, OH. The wrong legal description for the Class E airspace for Port Clinton, OH, was published. This action corrects that error.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the legal description for the Class E airspace, Port Clinton, OH, as published in the **Federal Register** March 26, 1999 (64 FR 14600), (FR Doc. 99-7450), is corrected as follows:

**PART 71—[CORRECTED]****§ 71.1 [Corrected]**

On page 146, Column 3, correct the Class E airspace designation for Napoleon, OH, incorporated by reference in § 71.1, to read as follows:

\* \* \* \* \*

**AGL OH E5 Port Clinton, OH [Revised]**

Port Clinton, Carl R. Keller Field Airport, OH  
(Lat. 41°30'59" N., long. 82°52'07" W)

**Magruder Memorial Hospital, OH**

Point in Space Coordinates  
(Lat. 41°29'43" N., long. 82°55'50" W)

That airspace extending upward from 700 feet above the surface within a 7.0-mile radius of Carl R. Keller Field Airport, and within a 6.0-mile radius of the Point in Space serving Magruder Memorial Hospital.

\* \* \* \* \*

Issued in Des Plaines, IL on March 21, 1999.

**John A. Clayborn,**

*Acting Manager, Air Traffic Division.,*

[FR Doc. 99-9301 Filed 4-14-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 95**

**[Docket No. 29528; Amdt. No. 415]**

**IFR Altitudes; Miscellaneous Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the

required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, May 20, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Program Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

**The Rule**

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

**Conclusion**

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 95**

Airspace, Navigation (air).

Issued in Washington, DC on April 9, 1999.

**L. Nicholas Lacey,**  
*Director, Flight Standards Service.*

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC,

1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

**PART 95—[AMENDED]**

**REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS**

[Amendment 415; Effective Date May 20, 1999]

From	To	MEA
<b>§ 95.6001 Victor Routes—U.S.</b>		
<b>§ 95.6016 VOR Federal Airway 16 is amended to Read in Part</b>		
Cedar Creek, TX VORTAC .....	Quitman, TX VOR/DME .....	2500
<b>§ 95.6018 VOR Federal Airway 18 is amended to Read in Part</b>		
Cedar Creek, TX VORTAC .....	Quitman, TX VOR/DME .....	2500
<b>§ 95.6038 VOR Federal Airway 38 is amended to Read in Part</b>		
Cerol, VA FIX .....	* Miter, VA FIX .....	6000
*6000—MRA		
Miter, VA FIX .....	Gordonsville, VA VORTAC .....	6000
<b>§ 95.6054 VOR Federal Airway 54 is amended to Read in Part</b>		
Cedar Creek, TX VORTAC .....	Quitman, TX VOR/DME .....	2500
Caney, AR FIX .....	Malve, AR FIX .....	* 3500
* 1900—MOCA		
<b>§ 95.6099 VOR Federal Airway 99 is amended to Read in Part</b>		
La Guardia, NY VOR/DME .....	Outte, CT FIX .....	* 4000
*1600—MOCA		
Outte, CT FIX .....	Sorry, CT FIX .....	*10000

## REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 415; Effective Date May 20, 1999]

From	To	MEA
*2000—MOCA Sorry, CT FIX .....	Hartford, CT VOR/DME .....	3000
<b>§ 95.6159 VOR Federal Airway 159 is amended to Read in Part</b>		
Tuskegee, AL VOR/DME .....	Kentt, AL FIX .....	*2600
*1800—MOCA Kentt, AL FIX .....	Kylee, AL FIX .....	3800
<b>§ 95.6184 VOR Federal Airway 184 is amended to Read in Part</b>		
Atlantic City, NJ VORTAC .....	Panze, NJ FIX .....	* 2000
* 1500—MOCA Panze, NJ FIX .....	Falon, NJ FIX .....	* 4500
* 1500—MOCA Falon, NJ FIX .....	Ziggi, NJ FIX .....	* 2500
* 1500—MOCA		
<b>§ 95.6272 VOR Federal Airway 272 is amended to Read in Part</b>		
Brisc, TX FIX .....	Sayre, OK VORTAC .....	4700
<b>§ 95.6319 VOR Federal Airway 319 is amended to Read in Part</b>		
Weeke, AK FIX .....	Bethel, AK VORTAC .....	.....
	E BND .....	* 6000
* 2000—MOCA	W BND .....	* 2000
<b>§ 95.6440 VOR Federal Airway 440 is amended to Read in Part</b>		
McGrath, AK VORTAC .....	Ganes, AK FIX .....	.....
	E BND .....	* 6000
* 5600—MOCA	W BND .....	* 8000
<b>§ 95.6509 VOR Federal Airway 509 is amended to Read in Part</b>		
Crowd, FL FIX .....	Hallr, FL FIX .....	* 6000
* 1800—MOCA		
<b>§ 95.6521 VOR Federal Airway 521 is amended to Read in Part</b>		
Lee County, FL VORTAC .....	Quncy, FL FIX .....	2500
<b>§ 95.6550 VOR Federal Airway 550 is amended to Read in Part</b>		
San Antonio, TX VORTAC .....	*Pinch, TX FIX .....	3300
*3300—MRA Pinch, TX FIX .....	Centex, TX VORTAC .....	3000

## § 95.7001 JET ROUTES

From is Amended to Read in Part	To	MEA	MAA
<b>§ 95.7042 Jet Route No. 42</b>			
Montebello, VA VOR/DME .....	Gordonsville, VA VORTAC .....	18000	41000
Gordonsville, VA VORTAC .....	Nottingham, MD VORTAC .....	18000	45000
Nottingham, MD VORTAC .....	Graco, MD FIX .....	18000	35000
Graco, MD FIX .....	Woodstown, NJ VORTAC .....	18000	45000
Woodstown, NJ VORTAC .....	Robbinsville, NJ VORTAC .....	18000	45000
Robbinsville, NJ VORTAC .....	Hartford, CT VOR/DME .....	18000	45000
<b>§ 95.7150 Jet Route No. 150 is Amended to Read in part</b>			
Nottingham, MD VORTAC .....	Graco, MD FIX .....	18000	35000
Graco, MD FIX .....	Woodstown, NJ VORTAC .....	18000	45000

## § 95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS

Airway Segment		Changeover Points	
From	To	Distance	From
<b>IV-184 is Amended to Delete Changeover Point</b>			
Cedar Lake, NJ VORTAC .....	Atlantic City, NJ VORTAC .....	10	Cedar Lake
<b>V-319 is Amended to Add Changeover Point</b>			
Sparrevohn, AK VOR/DME .....	Bethel, AK VORTAC .....	92	Sparrevohn
<b>V-440 is Amended to Add Changeover Point</b>			
Unalakleet, AK VORTAC .....	Nome, AK VORTAC .....	80	Unalakleet

[FR Doc. 99-9303 Filed 4-14-99; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF THE TREASURY****Customs Service**

[T.D. 99-40]

**19 CFR Part 122****Withdrawal of International Airport Designation of Akron Fulton Airport**

**AGENCY:** U.S. Customs Service, Department of the Treasury.

**ACTION:** Final rule.

**SUMMARY:** This document amends the Customs Regulations pertaining to the field organization of the Customs Service by withdrawing the international airport designation of Akron Municipal Airport (now functioning as Akron Fulton Airport) and by designating Akron Fulton Airport as a landing rights airport instead. The change is made as part of Customs continuing program to obtain more efficient use of its personnel, facilities and resources, and to provide better service to carriers, importers and the general public.

**EFFECTIVE DATE:** May 17, 1999.

**FOR FURTHER INFORMATION CONTACT:** Betsy Passuth, Office of Field Operations, 202-927-0795.

**SUPPLEMENTARY INFORMATION:****Background**

As part of a continuing program to obtain more efficient use of its personnel, facilities and resources and to provide better service to carriers, importers and the general public, Customs proposed to withdraw the international airport designation of Akron Municipal Airport (now functioning as Akron Fulton Airport) and to designate Akron Fulton Airport as a landing rights airport instead. A

Notice of Proposed Rulemaking to this effect was published in the **Federal Register** (63 FR 11383) on March 9, 1998. The designation as an international airport was proposed to be withdrawn because of lack of sufficient international travel through the airport and because of failure of the airport operator to maintain an adequate facility.

**Determination**

No comments either supporting or opposing the proposal were received. After further consideration of the proposal, Customs has determined to proceed with withdrawing the international airport designation of Akron Fulton Airport and to designate the airport as a landing rights airport instead. The Customs inspectors stationed adjacent to the Akron-Canton Regional Airport will be able to provide Customs services to international aircraft at the Akron Fulton Airport on an as-needed basis.

**Regulatory Flexibility Act and Executive Order 12866**

Customs establishes, expands, consolidates and makes other changes to Customs ports of entry throughout the United States to accommodate the volume of Customs-related activity in various parts of the country. Although a notice on this subject matter requesting public comment was issued, the subject matter is not subject to the notice and public procedure requirements of 5 U.S.C. 553 because it relates to agency management and organization. Accordingly, this final rule is not subject to the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Agency organization matters such as this are exempt from Executive Order 12866.

*Drafting Information.* The principal author of this document was Janet L. Johnson, Regulations Branch, Office of Regulations and Rulings, U.S. Customs

Service. However, personnel from other offices participated in its development.

**List of Subjects in 19 CFR Part 122**

Air carriers, Aircraft, Airports, Air transportation, Customs duties and inspection, Freight, Imports, Organization and functions (Government agencies).

**Amendment to the Regulations**

Accordingly, Part 122 of the Customs Regulations is amended as set forth below.

**PART 122—AIR COMMERCE REGULATIONS**

1. The authority citation for part 122 continues to read as follows:

**Authority:** 5 U.S.C. 301; 19 U.S.C. 58b, 66, 1433, 1436, 1448, 1459, 1590, 1594, 1623, 1624, 1644, 1644a.

**§ 122.13 [Amended]**

2. The list of international airports in § 122.13 is amended by removing the entry "Akron, Ohio—Akron Municipal Airport".

**Raymond W. Kelly,**

*Commissioner of Customs.*

Approved: March 12, 1999.

**John P. Simpson,**

*Deputy Assistant Secretary of the Treasury.*

[FR Doc. 99-9345 Filed 4-14-99; 8:45 am]

BILLING CODE 4820-02-P

**SOCIAL SECURITY ADMINISTRATION****20 CFR Parts 404 and 416**

[Regulations No. 4 and 16]

RIN 0960-AE98

**Old-Age, Survivors, and Disability Insurance and Supplemental Security Income for the Aged, Blind, and Disabled; Substantial Gainful Activity Amounts**

**AGENCY:** Social Security Administration.