

disadvantaged by increased overhead costs. Applicants argue that the requested relief and order will promote competitiveness in the variable annuity market by obviating the filing of redundant exemptive applications, thereby reducing administrative expenses and maximizing efficient use of resources and enhancing the Applicant's ability to effectively take advantage of business opportunities as such arise. Applicants submit, for all the reasons stated herein, that their request for approval is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the 1940 Act, and that an order of the Commission should, therefore, be granted.

Conclusion

For the reasons stated above, Applicants request that the Commission issue an order granting the exemptions and an amended order as described above. Applicants believe that the requested exemptions and the amended order, in accordance with the standards of Section 6(c), are appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the 1940 Act.

For the Commission, by the Divisions of Investment Management, pursuant to delegated authority.

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 99-7685 Filed 3-29-99; 8:45 am]

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DEPARTMENT OF STATE

Office of the Secretary

[Public Notice 3017]

National Interest Determination and Waiver of Section 620(q) of the Foreign Assistance Act of 1961, as Amended, Relating to Assistance to Honduras

Pursuant to the authority vested in me by Section 620(q) of the Foreign Assistance Act of 1961, as amended, Executive Order 12163, and the Department of State Delegation of Authority No. 145, I hereby determine that furnishing assistance to Honduras is in the national interest and that the Section's prohibition on assistance is waived. This determination shall be reported to Congress as required by law. The determination shall also be published in the **Federal Register**.

Dated: February 19, 1999.

Strobe Talbott,

Deputy Secretary of State.

[FR Doc. 99-7768 Filed 3-29-99; 8:45 am]

BILLING CODE 4710-10-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application (99-12-C-00-CHO) To Impose a Passenger Facility Charge (PFC) at Charlottesville-Albemarle Airport, Charlottesville, VA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to notice of intent to rule on application.

SUMMARY: This correction revises information from the previously published notice.

In notice document 99-6937 beginning on Page 13841 in the issue of Monday, March 22, 1999, under Notice of Intent to Rule on Application, the correct number should read "99-12-00-CHO". Under **SUPPLEMENTARY INFORMATION**, second paragraph the second sentence should read "The FAA will approve or disapprove the application, in whole or in part, no later than April 30, 1999".

DATES: Comments must be received on or before April 29, 1999.

FOR FURTHER INFORMATION CONTACT: Art Winder, Project Manager, Washington, Airports District Office, 23723 Air Freight Lane 3911 Hartzdale Dr., Suite 1, Camp Hill, PA 17011. (717) 730-2832.

Issued in Jamaica, New York on March 23, 1999.

Thomas Felix,

Manager, Planning and Programming Branch, AEA-610, Eastern Region.

[FR Doc. 99-7764 Filed 3-29-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Alternatives Analysis/Environmental Impact Statement of the Extension of Subway Service From Manhattan to LaGuardia Airport

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an alternatives analysis/environmental impact statement (AA/EIS).

SUMMARY: The Federal Transit Administration (FTA) and the

Metropolitan Transportation Authority (MTA) New York City Transit (NYC Transit) intend to prepare an Alternatives Analysis/Environmental Impact Statement (AA/EIS) in accordance with the National Environmental Policy Act (NEPA) for transportation improvements in the corridor between LaGuardia Airport and Lower and Midtown Manhattan. MTA NYC Transit will ensure that the AA/EIS also satisfies the requirements of the New York State Environmental Quality Review Act. The work being performed will also satisfy the FTA's alternatives analysis requirements and guidelines.

This effort will be performed in cooperation with the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), the Port Authority of New York and New Jersey, the New York City Departments of Transportation and City Planning and the New York State Department of Transportation. Other interested agencies and elected officials or bodies include the New York State Office of the Governor, the New York City Office of the Mayor, the Office of the Borough President of Queens, the New York City Planning Commission, and the New York City Council.

Its proximity to Manhattan makes LaGuardia Airport ideally suited to the Manhattan-bound business traveler. However, travelers to LaGuardia must use frequently congested highways (Grand Central Parkway, Brooklyn-Queens Expressway, Long Island Expressway) and river crossings (e.g. Midtown Tunnel, Tri-borough Bridge). Peak period travel times between Manhattan and LaGuardia are frequently an hour or more, and uncertainty regarding travel times forces travelers to set aside even more time to avoid missing flights or appointments in Manhattan. Unless corrective actions are taken, these access limitations will reduce both the airport's appeal to travelers and the attractiveness of the city as a national and international center.

Many other major cities in this country and abroad have direct rail rapid transit access to their airports. In contrast, transit service to LaGuardia is infrequent or inconvenient, with relatively high fares and lengthy and unreliable travel times in peak periods (since the available transit modes depend on the same congested highways and local streets). However, many LaGuardia passengers have origins or destinations within the Manhattan Central Business District (CBD), which has an extensive existing rail rapid transit network with extensions into Queens. This