

the contractor, (4) insurance, (5) liquidated damages, and (6) completion of the project. The above actions will make it possible for RUS telecommunications borrowers to continue to provide their subscribers with the most modern and efficient telecommunications service, implemented in a predictable and orderly fashion.

A proposed rule was issued in the **Federal Register**, on December 11, 1998, at 63 FR 68406, requesting comments on these changes and proposed to codify revised RUS Form 545 in full text. The comment period closed February 9, 1999, and no comments were received.

Following the issuance of this proposed rule, a direct final rule was published in the **Federal Register** on February 10, 1999, at 64 FR 6501, establishing new policy on the manner in which RUS publishes the standard forms of contracts that borrowers are required to use when contracting for construction, procurement, engineering services, or architectural services financed through loans made or guaranteed by RUS. This form falls under this new policy. The full text will not be codified in this rule. Borrowers can determine the appropriate standard forms based on the issuance date of the form as identified by the most recent published list set forth in § 1755.30(c). A copy of RUS Form 545 can be obtained from the Rural Utilities Service, U.S. Department of Agriculture, Program Development and Regulatory Analysis, Stop 1522, Washington, DC, 20250-1522.

RUS has issued a series of 7 CFR chapter XVII parts, which serve to implement the policies, procedures, and requirements for administering its loan and loan guarantee programs and the loan documents and security instruments that provide for and secure RUS financing. The revision to 7 CFR part 1755 revises the issuance date of RUS Form 545, Central Office Equipment Contract (Not Including Installation). RUS telecommunications borrowers are required to use the RUS Form 545 contract where major central office facilities are being procured but not installed under this contract. The present RUS Form 545 has become outdated due to technological advancements and other reasons. Advanced technology and equipment concepts have introduced new issues. Contract terms and obligations have been modified and updated to more accurately reflect present business practices.

#### List of Subjects in 7 CFR Part 1755

Loan programs—communications, Reporting and recordkeeping requirements, Rural areas, Telephone.

For the reasons set out in the preamble, Chapter XVII of Title 7 of the Code of Federal Regulations is amended as follows:

#### PART 1755—TELECOMMUNICATIONS STANDARDS AND SPECIFICATIONS FOR MATERIALS, EQUIPMENT, AND CONSTRUCTION

1. The authority citation for part 1755 continues to read as follows:

**Authority:** 7 U.S.C. 901 *et seq.*, 1921 *et seq.*, 7941 *et seq.*

2. Section 1755.30(c)(41) is revised to read as follows:

#### § 1755.30 List of telecommunications standard contract forms.

\* \* \* \* \*

(c) \* \* \*

(41) RUS Form 545, issued November 4, 1999, Central Office Equipment Contract (Not Including Installation).

\* \* \* \* \*

Dated: September 27, 1999.

**Jill Long Thompson,**

*Under Secretary, Rural Development.*

[FR Doc. 99-25720 Filed 10-4-99; 8:45 am]

BILLING CODE 3410-15-P

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-AGL-39]

#### Modification of Class D Airspace; Belleville, IL

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class D airspace at Belleville, IL. This action amends the effective hours of the Class D surface area to coincide with the airport traffic control tower (ATCT) hours of operation for Scott AFB/MidAmerica Airport. The purpose of this action is to clarify when two-way radio communication with the ATCT is required.

**EFFECTIVE DATE:** 0901 UTC, December 30, 1999.

**FOR FURTHER INFORMATION CONTACT:** Annette Davis, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East

Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

#### SUPPLEMENTARY INFORMATION:

#### History

On Wednesday, July 7, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class D airspace at Belleville, IL (64 FR 36630). The proposal was to amend the effective hours to coincide with the ATCT hours of operations for Scott AFB/MidAmerica airport. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class D airspace designations are published in paragraph 5000 of FAA Order 7400.9G dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document will be published subsequently in the Order.

#### The Rule

This amendment to 14 CFR part 71 modifies Class D airspace at Belleville, IL, by amending the hours of operation of the Class D airspace for Scott AFB/MidAmerica Airport. The area will be depicted on appropriate aeronautical charts.

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 regulation—(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 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).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 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 95665, 3 CFR, 1959–1963 Comp., p. 389.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

*Paragraph 5000 Class D airspace.*

\* \* \* \* \*

**AGL IL D Belleville, IL [Revised]**

Scott AFB/MidAmerica Airport, IL  
(Lat. 38°32'41" N., long. 89°50' 01" W.)

That airspace extending upward from the surface to and including 3,000 feet MSL within an 4.8-mile radius of the Scott AFB/MidAmerica Airport. This Class D airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Des Plaines, Illinois on September 7, 1999.

**Christopher R. Blum,**

*Manager, Air Traffic Division.*

[FR Doc. 99–25860 Filed 10–4–99; 8:45 am]

BILLING CODE 4910–13–M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 99–AGL–40]

**Modification of Class A Airspace; Hayward, WI**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Hayward, WI. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 02, and a GPS SIAP to Rwy 20, have been developed for Sawyer County Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approaches. This action increases the

radius of the existing controlled airspace for this airport.

**EFFECTIVE DATE:** 0901 UTC, December 30, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL–520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294–7568.

**SUPPLEMENTARY INFORMATION:**

**History**

On Tuesday, July 13, 1999, the FAA proposed to amend 14 CFR part 711 to modify Class E airspace at Hayward, WI (64 FR 37716). The proposal was to add controlled airspace extending upward from 700 to 1200 feet AGL to contain Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 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 Class E airspace designation listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to 14 CFR part 71 modifies Class E airspace at Hayward, WI, to accommodate aircraft executing the proposed GPS Rwy 02 SIAP and the GPS Rwy 20 SIAP at Sawyer County Airport by modifying the existing controlled airspace. The area will be depicted on appropriate aeronautical charts.

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 regulation—(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 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).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 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 95665, 3 CFR 1959–1963 Comp., p. 389.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth*

\* \* \* \* \*

**AGL WI E5 Hayward, WI [Revised]**

Hayward, Sawyer County Airport, WI  
(Lat. 46°01'33" N., long. 91°26'39" W.)

Hayward VOR/DME

(Lat. 46°01'08" N., long. 91°26'47" W.)

That airspace extending upward from 700 feet above the surface within an 6.5-mile radius of the Sawyer County Airport, and within 3.7 miles each side of the Hayward VOR/DME 205° radial extending from the 6.5-mile radius to 9.4 miles southwest of the VOR/DME, and within 2.5 miles each side of the Hayward VOR/DME 022° radial extending from the 6.5-mile radius to 7.9 miles northeast of the VOR/DME.

\* \* \* \* \*

Issued in Des Plaines, Illinois on September 17, 1999.

**David B. Johnson,**

*Acting Member, Air Traffic Division.*

[FR Doc. 99–25854 Filed 10–4–99; 8:45 am]

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