

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71****[Airspace Docket No. 99-AGL-49]****Modification of Class E Airspace; Caledonia, MN****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Caledonia, MN. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 31 has been developed for Houston County Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action removes the extension to the existing controlled airspace for this airport.

**EFFECTIVE DATE:** 0901 UTC, February 24, 2000.

**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, September 14, 1999, the FAA proposed to amend 14 CFR part 71 to modify Class E airspace at Caledonia, MN (64 FR 49755). The proposal was to modify 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 7400.9G dated September 1, 1999, and effective September 16, 1999, 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 Caledonia, MN, to accommodate aircraft executing the proposed GPS Rwy 31 SIAP for

Houston 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 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

\* \* \* \* \*

*Paragraph 6005 Class E airspace areas extending upward from 700 Feet or more above the surface of the earth.*

\* \* \* \* \*

**AGL MN E5 Caledonia, MN [Revised]**

Caledonia, Houston County Airport, MN (Lat. 43° 35' 47"N., long. 91° 30' 14"W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Houston County Airport.

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Issued in Des Plaines, Illinois on November 16, 1999.

**Christopher R. Blum,**  
Manager, Air Traffic Division.

[FR Doc. 99-31403 Filed 12-2-99; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71****[Airspace Docket No. 99-ASO-22]****Removal of Class E Airspace; Fulton, MS****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This action removes Class E5 airspace at Fulton, MS, by revoking the airspace for the Fulton-Itawamba County Airport. The County of Itawamba, MS, has closed the Fulton-Itawamba County Airport. Therefore, the Class E5 airspace for the Fulton-Itawamba County Airport must be revoked.

**EFFECTIVE DATE:** 0901 UTC, February 24, 2000.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

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

The Fulton-Itawamba County Airport is within the Fulton, MS, Class E5 airspace area. The County of Itawamba, MS, has elected to close the Fulton-Itawamba County Airport. Therefore, the Class E5 airspace must be revoked. This rule will become effective on the date specified in the “DATE” section. Since this action removes the Class E5 airspace, and as a result, eliminates the impact of Class E5 airspace on users of the airspace in the vicinity of the Fulton-Itawamba County Airport, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Class E airspace designations for areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 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 E airspace designation listed in this document will be removed subsequently from the Order.

## The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) removes Class E5 airspace at Fulton, MS.

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. 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 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g); 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

#### § 71.1 [AMENDED]

2. The incorporation by reference in 14 CFR 71.1 of 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 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth*

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**ASO MS E5 Fulton, MS [Remove]**

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Issued in College Park, Georgia, on November 23, 1999.

**Nancy B. Shelton,**  
*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 99–31398 Filed 12–2–99; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99–ACE–44]

#### Amendment to Class E Airspace; Winfield/Arkansas City, KS

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises Class E airspace at Winfield/Arkansas City, KS.

**DATES:** The direct final rule published at 64 FR 49646 is effective on 0901 UTC, December 30, 1999.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2525.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on September 14, 1999 (64 FR 49646). 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 December 30, 1999. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on November 18, 1999.

**Richard L. Day,**  
*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 99–31399 Filed 12–2–99 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF COMMERCE

### Bureau of Economic Analysis

#### 15 CFR Part 806

[Docket No. 9908102129310–02]

RIN 0691–AA36

#### Direct Investment Surveys: BE–10, Benchmark Survey of U.S. Direct Investment Abroad—1999

**AGENCY:** Bureau of Economic Analysis, Commerce.

**ACTION:** Final rule.

**SUMMARY:** These final rules revise regulations for the BE–10, Benchmark Survey of U.S. Direct Investment Abroad.

The BE–10 survey is mandatory and is conducted once every 5 years by the Bureau of Economic Analysis (BEA), U.S. Department of Commerce, under the International Investment and Trade in Services Survey Act. The benchmark survey will be conducted for 1999. BEA will send the survey to potential respondents in March of the year 2000; responses will be due by May 31, 2000 for respondents required to file fewer than 50 forms and by June 30, 2000 for those required to file 50 or more forms. The last benchmark survey was conducted for 1994. The benchmark survey covers virtually the entire universe of U.S. direct investment abroad in terms of value, and is BEA's most comprehensive survey of such investment in terms of subject matter.

The revised rules increase the exemption level for reporting on the BE–10B(SF) short form and the BE–10B BANK form from \$3 million to \$7 million; direct that minority-owned nonbank foreign affiliates, regardless of size, be reported on the BE–10B(SF) short form; increase the exemption level for reporting on the BE–10B(LF) long form from \$50 million to \$100 million; and direct U.S. reporters with total assets, sales or gross operating revenues, and net income less than or equal to \$100 million (positive or negative) to report only selected items.

**EFFECTIVE DATE:** These final rules will be effective January 3, 2000.

**FOR FURTHER INFORMATION CONTACT:** R. David Belli, Chief, International Investment Division (BE–50), Bureau of Economic Analysis, U.S. Department of Commerce, Washington, DC 20230; phone (202) 606–9800.

**SUPPLEMENTARY INFORMATION:** On September 7, 1999, the Bureau of Economic Analysis (BEA) published in the **Federal Register**, volume 64, No. 172, 64 FR 48568–48572, a notice of