

certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, TCA has kept the FAA informed of the situation described above. The FAA has examined the findings of TCA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

### Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously.

### Cost Impact

The FAA estimates that 148 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 6 work hours per airplane to accomplish the proposed replacement, and that the average labor rate is \$60 per work hour. Required parts would cost between \$4,030 and \$5,016 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be between \$649,720 and \$795,648, or between \$4,390 and \$5,376 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### Regulatory Impact

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if

promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**Bombardier, Inc. (Formerly de Havilland, Inc.):** Docket 98–NM–384–AD.

**Applicability:** Model DHC–8–100 and –300 series airplanes, serial numbers 3 through 339 inclusive, except those on which Modification 8/1828 has been incorporated; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent failure of the main landing gear to extend when a "gear down" selection is made, accomplish the following:

(a) Within 12 months after the effective date of this AD: Replace the uplock actuator with a new, improved part in accordance with deHavilland Service Bulletin S.B. 8–32–98, Revision 'C,' dated July 31, 1998.

### Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that

provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

### Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

**Note 3:** The subject of this AD is addressed in Canadian airworthiness directive CF–98–26, dated August 26, 1998.

Issued in Renton, Washington, on July 14, 1999.

**D.L. Riggins,**

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

[FR Doc. 99–18410 Filed 7–19–99; 8:45 am]

BILLING CODE 4910–13–U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 93

### Public Meetings on Proposed Rulemaking on Grand Canyon National Park

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

**ACTION:** Notice of meetings.

**SUMMARY:** The FAA will hold public meetings on two notices of proposed rulemaking (NPRMs) that were published in the **Federal Register** on July 9, 1999. Those notices are: Modifications of the Dimensions of the Grand Canyon National Park Special Flight Rules Area and Flight Free Zones, and Commercial Air Tour Limitation in the Grand Canyon National Park Special Flight Rules Area. The FAA will also receive comments on the draft environmental assessment (EA) associated with these rulemakings, which was also published in the **Federal Register** on July 9, 1999. The purpose of these meetings is to provide an additional opportunity for the public to comment on the proposals.

**DATES:** The meetings will be held on Tuesday, August 17, 1999, beginning at

9:00 a.m. and on Thursday, August 19, 1999, beginning at 9:00 a.m.

**ADDRESSES:** The meetings will be held at the following locations: August 17, 1999—The Cline Library Assembly Hall (Building 28) on the campus of Northern Arizona University, Knoles Drive, Flagstaff, Arizona.

August 19, 1999—Room 241 in the Frank and Estella Beam Hall on the campus of the University of Nevada at Las Vegas, 4505 South Maryland Parkway, Las Vegas, Nevada.

Persons unable to attend the meetings may send their comments on the NPRMs in triplicate to: U.S. Department of Transportation Dockets, Docket No. (the docket number on the NPRMs), 400 Seventh Street, SW, Washington, DC 20590. Comments may also be submitted electronically to the Rules Docket by using the following Internet address: 9-NPRM-CMTS@faa.gov. Comments must be marked Docket No. FAA-99-5927 (Commercial Air Tour Limitation in the Grand Canyon National Park Special Flight Rules Area) or FAA-99-5926 (Modification of the Dimensions of the Grand Canyon National Park Special Flight Rules Area and Flight Free Zones), as appropriate to the NPRM. Comments on both NPRMs or on the EA should reference both docket numbers.

Comments may be examined in Room Plaza 401 weekdays, except Federal holidays, from 10:00 a.m. to 5:00 p.m.

Written and electronic comments to the docket will receive the same consideration as statements made at the public meeting.

**FOR FURTHER INFORMATION CONTACT:**

Requests to present a statement at the public meeting on either of these NPRMs or EA, or questions regarding information on the logistics of the meeting should be directed to Mark Lawyer, Federal Aviation Administration, Office of Rulemaking (ARM-107), 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 493-4531; fax (202) 267-5075; e-mail mark.lawyer@faa.gov.

Technical questions concerning the NPRMs should be directed to:

For the Airspace Modification NPRM—Joe White, Airspace and Rules Program, Air Traffic Airspace Management Program, Federal Aviation Administration, 800 Independence Ave., Washington, DC 20591. Telephone: (202) 267-8783.

For the Commercial Air Tour Limitation NPRM—Alberta Brown, Air Transportation Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Ave., SW, Washington, DC 20591. Telephone: (202) 267-8321.

Questions on the draft environmental assessment (EA) should be directed to Tina Hunter, ATA-300, Federal Aviation Administration, 800, Independence Ave., SW, Washington, DC 20591; telephone (202) 267-7685.

**SUPPLEMENTARY INFORMATION:**

**Background**

The purpose of the meetings is for the FAA to receive comments on two Grand Canyon National Park proposed rules and associated draft EA. Comments from the public at these meetings should be directed specifically to the proposed rules cited above or the draft EA.

The notices of proposed rulemaking to be discussed at the public meetings were published in the **Federal Register** on July 9, 1999. The Airspace Modification NPRM proposes to modify flight-free zones to accommodate concerns expressed by Native Americans and also to accommodate a new route structure. Maps showing this new route structure are made available through a notice of availability that was published in the **Federal Register** on July 9, 1999; maps also will be available at the public meetings. The Commercial Air Tour Limitation NPRM proposes to limit the number of commercial air tours that could be conducted in the Special Flight Rules Area (SFRA) of GCNP. It also contains a reporting requirement for all commercial flights, not just air tours, that are being conducted in the SFRA.

The notice of availability for the draft environmental assessment was issued on July 2, 1999, and published in the **Federal Register** on July 9, 1999.

The closing date for comments on the proposals and the draft EA is September 7, 1999. In order to give the public an additional opportunity to comment on the proposed rules and the draft EA, the FAA is conducting these public meetings.

Persons interested in obtaining a copy of the Grand Canyon proposed rules or the draft EA should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

**Participation at the Public Meeting**

The FAA will explain the purpose and background of the NPRMs and the EA at the beginning of the public meetings.

Persons who wish to present oral statements at the public meeting on the Grand Canyon National Park proposals or draft EA must contact the FAA no later than August 9, 1999. Such requests should be submitted to Mark Lawyer as listed in the section titled **FOR FURTHER INFORMATION CONTACT** and should

include a summary of the oral comments to be presented and an estimate of the time needed. Requests received after August 9, 1999 will be scheduled if time is available; however, the name of those individuals may not appear on the written agenda. The FAA will prepare an agenda of speakers. This agenda will be available at each meeting. To accommodate as many speakers as possible, the amount of time allocated to each speaker may be less than the amount of time requested. Those persons desiring to have available audiovisual equipment should notify the FAA when requesting to be placed on the agenda.

**Public Meeting Procedures**

The following procedures are established to facilitate the public meeting on the NPRMs and draft EA.

1. There will be no admission fee or other charge to attend or to participate in the public meetings. The meetings will be open to all persons who have requested in advance to present statements or who register on the day of the meetings (between 8:30 a.m. and 9:00 a.m.), subject to availability of space in the meeting room.

2. Representatives from the FAA and National Park Service (NPS) will conduct the public meetings. A panel of experts will be present to explain the NPRMs and receive information presented by participants. The FAA chairperson will explain procedural rules specific to these meetings in an introduction at the beginning of each meeting.

3. The public meetings are intended as a forum to seek additional data and to obtain clarification of supporting methodologies from the industry. Participants must limit their presentations and submissions of data to the issues of the NPRMs and the draft EA.

4. The meetings will offer the opportunity for all interested parties to present additional information not currently available to the FAA and NPS.

5. The FAA will try to accommodate all speakers; therefore, it may be necessary to limit the time available for an individual or group. The August 17 meeting may be extended to the evening, if necessary, to accommodate speaking requests. If practicable, the meetings may be accelerated to enable adjournment in less than the time scheduled. Once all speakers have been called upon and all attendees have had an opportunity to comment, the meetings will adjourn.

6. Sign and oral interpretation can be made available at the meetings, as well as an assistive listening device, if

requested 10 calendar days before each meeting.

7. The meetings will be recorded by a court reporter. A transcript of the meetings and all material accepted by the panel during the meetings will be included in the public docket, unless protected from disclosure. Each person interested in purchasing a copy of the transcript should contact the court reporter directly. This information will be available at each meeting.

8. The FAA will review and consider all information presented by participants at the public meetings. Position papers or materials presenting views or information related to the draft NPRMs may be accepted at the discretion of the presiding officer and will be subsequently placed in the public docket. The FAA requests that presenters at the meetings provide 10 copies of all materials to be presented for distribution to the panel members; other copies may be provided to the audience at the discretion of the presenter.

9. Statements made by members of the panel are intended to facilitate discussion of the issues or to clarify issues. Comments made at these public meetings will be considered by the FAA before making a final decision on issuance of any final rule.

10. The meetings are designed to solicit public views and more complete information relevant to the NPRMS under consideration. Therefore, the meeting will be conducted in an informal and nonadversarial manner.

Issued in Washington, DC, on July 14, 1999.

**Ida M. Klepper,**

*Acting Director, Office of Rulemaking.*

[FR Doc. 99-18502 Filed 7-19-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 15 CFR Part 922

#### Initiation of Review of Management Plan/Regulations of the Channel Islands National Marine Sanctuary; Intent To Prepare a Draft Environmental Impact Statement and Management Plan; Scoping Meeting

**AGENCY:** Office of Ocean and Coastal Resource Management (OCRM), National Ocean Service (NOS), National Oceanic and Atmospheric Administration, Department of Commerce (DOC).

#### **ACTION:** Scoping meeting.

**SUMMARY:** The Channel Islands National Marine Sanctuary (CINMS or Sanctuary) was designated in September 1980, and consists of 1,252 square nautical miles of open ocean and near shore habitat approximately 25 miles off the coast of Santa Barbara, California, encompassing the waters surrounding San Miguel, Santa Rosa, Santa Cruz, Anacapa and Santa Barbara Islands from mean high tide to six nautical miles offshore. The present management plan for the Sanctuary was completed in 1982. In accordance with Section 304(e) of the National Marine Sanctuaries Act, as amended, (NMSA) (16 U.S.C. 1431 et seq.), the Marine Sanctuaries Division (MSD) of the National Oceanic and Atmospheric Administration (NOAA) has initiated a review of the management plan, to evaluate substantive progress toward implementing the goals for the Sanctuary, and to make revisions to the plan and regulations as necessary to fulfill the purposes and policies of the NMSA. The notice of intent to revise the management plan was issued on June 11, 1999 (64 FR 31528).

The proposed revised management plan will likely involve changes to existing policies and regulations of the Sanctuary, to address contemporary issues and challenges, and to better protect and manage the Sanctuary's resources and qualities. The review process is composed of four major stages: information collection and characterization; preparation and release of a draft management plan/environmental impact statement, and any proposed amendments to the regulations; public review and comment; preparation and release of a final management plan/environmental impact statement, and any final amendments to the regulations. NOAA anticipates completion of the revised management plan and concomitant documents will require approximately eighteen to twenty-four months.

NOAA has already conducted five public scoping meetings (as announced in the notice in 64 FR 31528) to gather information and other comments from individuals, organizations, and government agencies on the scope, types and significance of issues related to the sanctuary's management plan and regulations. Because of the interest of individuals and communities located north of the Sanctuary, NOAA has decided to add a scoping meeting for the San Luis Obispo region.

**DATES:** Written comments should be received on or before August 14, 1999.

The new scoping meeting will be held on Thursday, August 5 at 6:30 p.m.

**ADDRESSES:** Written comments may be sent to the Channel Islands National Marine Sanctuary (Management Plan Review), 113 Harbor Way, Santa Barbara, California 93109. Comments will be available for public review at the same address.

The new scoping meeting will be held at the PG and E Community Center, 6588 Ontario Road, San Luis Obispo, California.

**FOR FURTHER INFORMATION CONTACT:** Anne Walton, Management Plan Specialist, at (805) 884-1470.

**Authority:** 16 U.S.C. § 1431 et seq. (Federal Domestic Assistance Catalog Number 11.429 Marine Sanctuary Program)

**Ted Lillestolen,**

*Deputy Assistant Administrator for Ocean Services and Coastal Zone Management.*

[FR Doc. 99-18458 Filed 7-19-99; 8:45 am]

BILLING CODE 3510-08-M

## DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

### 24 CFR Chapter IX

[Docket No. FR-4423-N-05]

#### Negotiated Rulemaking Committee on Capital Fund Allocation; Meetings

**AGENCY:** Office of the Assistant Secretary for Public and Indian Housing, HUD.

**ACTION:** Negotiated Rulemaking Committee Meetings.

**SUMMARY:** This document announces two meetings of the Negotiated Rulemaking Committee on Capital Fund Allocation. These meetings are sponsored by HUD for the purpose of discussing and negotiating a proposed rule that would change the current method of determining the payment of capital funds to public housing agencies (PHAs).

**DATES:** The first committee meeting announced by this notice will be held on July 26 and July 27, 1999. The second committee meeting announced by this notice will be held on August 3 and 4, 1999. On the first day of each meeting, the meeting will begin at approximately 9:30 am and run until completion. On the second day of each meeting, the meeting will begin at approximately 9:00 am and run until approximately 5:00 pm.

**ADDRESSES:** Both committee meetings will take place at the Loews L'Enfant Plaza Hotel, 480 L'Enfant Plaza East, SW, Washington, DC 20024; telephone