

(1) To pay or reimburse a portion of child care and transportation costs of recipients of State Programs, if the recipients certify that they are not being paid for such costs under State block grants under the Child Care Development Block Grant Act of 1990 (42 U.S.C. 9858) or under part A, title IV of the Social Security Act (42 U.S.C. 601); and

(2) For marketing, management, and technical assistance to the recipients of State Programs.

(g) *Memorandum of understanding.* Before SBA accepts a transfer of funds from an agency or department of the Federal government, under this initiative, it must enter into a memorandum of understanding with the agency or department which will specify the terms and conditions of the supplemental grants, including monitoring of expenditures.

(h) *Additional condition for welfare-to-work supplemental grant.* SBA may use up to 5 percent of the grant amounts it provides under the welfare-to-work microloan initiative in any fiscal year for technical assistance to the grantees to ensure that the grantees have the knowledge, skills, and understanding of making microloans and operating a welfare-to-work microloan program.

10. Add § 120.717 to read as follows:

**§ 120.717 Suspension or revocation of an Intermediary or NTAP.**

(a) The AA/FA may suspend or revoke the participation status of an Intermediary or NTAP from the Microloan Program, or may impose other sanctions in the best interests of the program, if it fails to comply with the laws, regulations, and policies governing the program or if it fails to meet any one of the following minimum performance standards.

(1) For Intermediaries only—An Intermediary must:

(i) Close and fund a minimum of four microloans per year; and

(ii) Satisfactorily provide in-house technical assistance to microloan clients and prospective microloan clients.

(2) For NTAPs only—An NTAP must show that, for every thirty clients for which it provided technical assistance, one client received a loan from the private sector.

(3) For Intermediaries and NTAPs—An Intermediary and an NTAP must:

(i) Cover the service territory assigned by SBA, including honoring the SBA determined boundaries of neighboring Intermediaries and NTAPs;

(ii) Fulfill reporting requirements;

(iii) Manage program funds and matching funds in a satisfactory and financially sound manner;

(iv) Communicate and file reports via the internet within six months after beginning participation in the program;

(v) Maintain a currency rate of 85 percent or more (that is loans that are no more than 30 days late in scheduled payments);

(vi) Maintain a default rate of 15 percent or less of the cumulative dollars loaned under the program; and

(vii) Attend Microloan Program training conferences offered by SBA, or such substitute training as may be approved by SBA on a case-by-case basis.

(b) The AA/FA, on a case by case basis, may impose pre-suspension or revocation sanctions which may include, but are not limited to, the following:

(1) Accelerated reporting requirements;

(2) Accelerated loan repayment requirements for outstanding program debt to SBA; and

(3) Imposition of a temporary lending and/or training moratorium.

(c) Revocation from the Microloan Program will include:

(1) Removal from the program;

(2) Liquidation of MRF and LLRF accounts, by SBA, and application of liquidated funds to any outstanding balance owed to SBA;

(3) Payment of outstanding debt to SBA by the Intermediary;

(4) Forfeiture or repayment of any unused grant funds by the Intermediary or NTAP; and

(5) Debarment of the organization from receipt of Federal funds until loan and grant repayment requirements are met.

(d) An Intermediary or NTAP may appeal a suspension or revocation under procedures found in part 134 of this chapter. The action of the AA/FA remains in effect pending resolution of the appeal.

Dated: July 30, 1999.

**Aida Alvarez,**

*Administrator.*

[FR Doc. 99-20324 Filed 8-10-99; 8:45 am]

BILLING CODE 8025-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-SW-08-AD]

#### Airworthiness Directives; Robinson Helicopter Company (Robinson) Model R44 Helicopters

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) applicable to Robinson Model R44 helicopters. The AD would require inspecting the wire harness for contact with the fuel line assembly, removing and replacing the fuel line assembly if chafing has occurred, and installing spiral wrap tubing on the fuel line assembly. This proposal is prompted by four incidents of contact between the wire harness and the fuel line assembly. The actions specified by the proposed AD are intended to prevent contact between the wire harness and the fuel line, which could result in chafing of the wire harness and a potential fire hazard.

**DATES:** Comments must be received on or before October 12, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 99-SW-08-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5265; fax (562) 627-5210.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 99-SW-08-AD." The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 99-SW-08-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**Discussion:** This document proposes the adoption of a new AD applicable to Robinson Model R44 helicopters. The AD would require inspecting for chafing and installing spiral wrap tubing on the fuel line at the wire harness contact point. This proposal is prompted by four incidents of contact between the wire harness and the fuel line assembly above the fuel shutoff valve. In three of the incidents, the wire harness contacted the fuel line just above the fuel valve. In the fourth incident, the wire harness contacted the apex of the fuel line nut. The actions specified by the proposed AD are intended to prevent contact between the wire harness and the fuel line assembly, which could result in chafing of the wire harness and a potential fire hazard.

Since an unsafe condition has been identified that is likely to exist or develop on other Robinson Model R44 helicopters of the same type design, the proposed AD would require inspecting the wire harness, part number (P/N) C059, for contact with the fuel line assembly, P/N C726-2; removing and replacing the fuel line assembly if chafing has occurred; and installing spiral wrap tubing, P/N B161-8, on the fuel line.

#### Cost Impact

The FAA estimates that 200 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 0.3 work hour per helicopter to accomplish the

proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$0.22 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$3,644.

#### 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 a new airworthiness directive to read as follows:

**Robinson Helicopter Company:** Docket No. 99-SW-08-AD.

**Applicability:** Model R44 helicopters, serial numbers 0002 through 0462, certificated in any category.

**Note 1:** This AD applies to each helicopter 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 helicopters 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 (e) 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 within 100 hours time-in-service or 90 calendar days after the effective date of this AD, whichever occurs first, unless accomplished previously.

To prevent contact between the wire harness and the fuel line assembly, which could result in chafing of the wire harness and a potential fire hazard, accomplish the following:

(a) Remove the cover, part number (P/N) C474-1, from between the rear seatbacks.

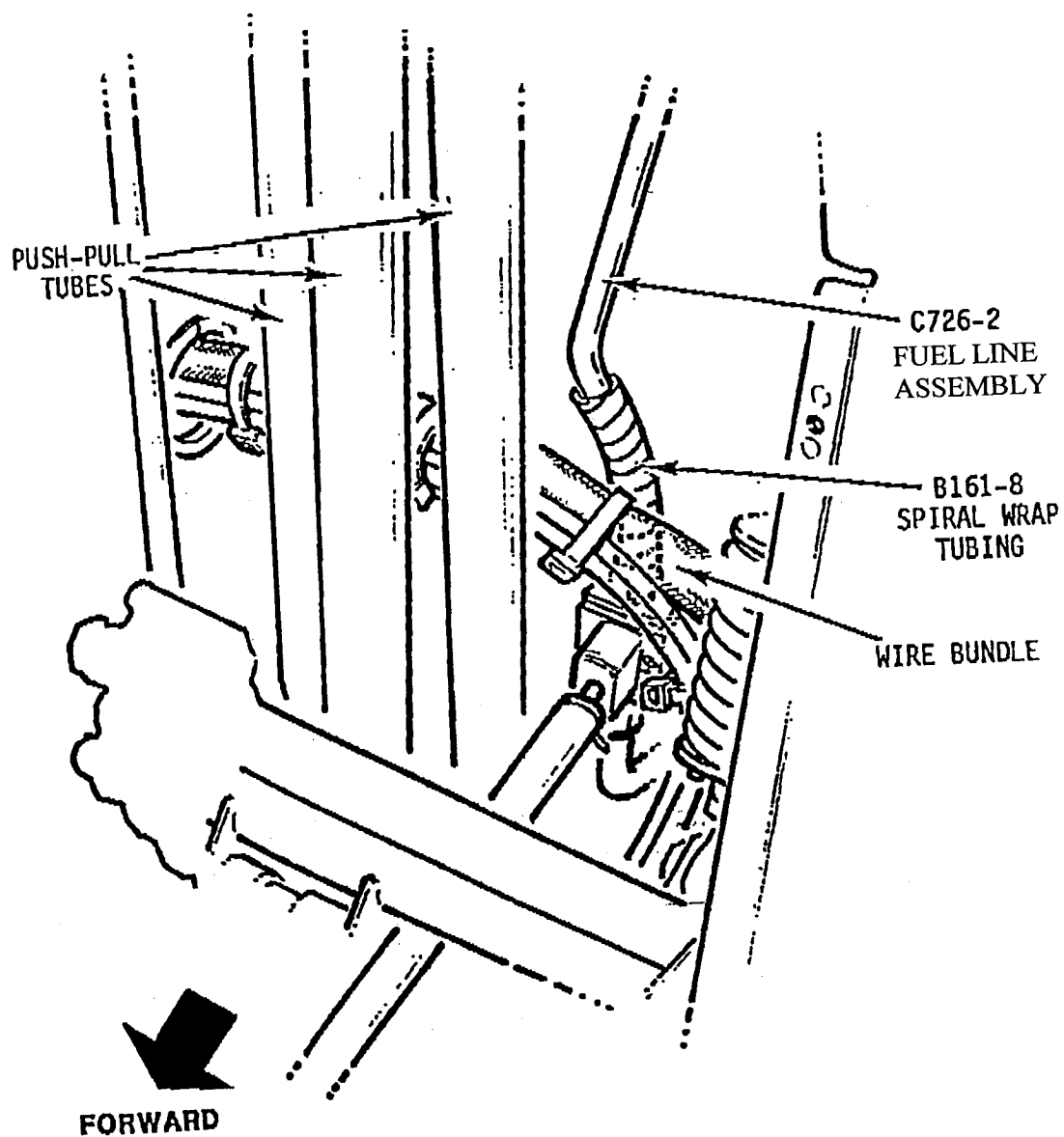
(b) Inspect the wire harness, P/N C059, and the fuel line assembly, P/N C726-2, above the fuel shutoff valve for contact. If the wire harness contacts the fuel line assembly, inspect for chafing.

(c) If chafing has occurred between the wire harness and the fuel line assembly, replace the fuel line with an airworthy fuel line assembly. Torque the fuel line nuts to 110-130 in-lbs. Verify that clearance exists between the fuel line assembly and the wire harness.

(d) Install a 3-inch section of spiral wrap tubing, P/N B161-8, on the fuel line assembly as shown in Figure 1. Push the spiral wrap tubing down until it is against the fuel line fitting.

**Note 2:** Robinson Helicopter Company Service Bulletin SB-31, dated October 28, 1998, pertains to the subject of this AD.

**BILLING CODE** 4910-13-P

**FIGURE 1**

(e) 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, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) 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 helicopter to a location where the requirements of this AD can be accomplished.

Issued in Fort Worth, Texas, on August 4, 1999.

**Henry A. Armstrong,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 99-20755 Filed 8-10-99; 8:45 am]

BILLING CODE 4910-13-C

## DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

### 24 CFR Part 990

[Docket No. FR-4425-N-05]

#### **Negotiated Rulemaking Committee on Operating Fund Allocation; Cancellation August Meeting and Announcement of September Meeting**

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

**ACTION:** Negotiated Rulemaking Committee meetings.

**SUMMARY:** This document announces the cancellation of the meeting of the Negotiated Rulemaking Committee on Operating Fund Allocation, which had been scheduled to take place on August 11 and August 12, 1999. This document also announces the dates, time, and location of the September committee meeting. These ongoing 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 operating subsidies to public housing agencies (PHAs).

**DATES:** The committee meeting scheduled to take place on August 11 and August 12, 1999 has been cancelled.

The September committee meeting will be held on September 14 and September 15, 1999.

The first day of the September committee meeting will begin at

approximately 9:30 am and end at approximately 5:00 pm. The second day of the September committee meeting will begin at approximately 9:00 am and end at approximately 4:00 pm.

**ADDRESSES:** The September committee meeting will take place at the Hilton Washington Dulles Hotel, 13869 Park Center Road, Herndon, VA 20171.

**FOR FURTHER INFORMATION CONTACT:** Joan DeWitt, Director, Funding and Financial Management Division, Public and Indian Housing, Room 4216, Department of Housing and Urban Development, 451 Seventh Street, SW, Washington, DC 20410-0500; telephone (202) 708-1872 ext. 4035 (this telephone number is not toll-free). Hearing or speech-impaired individuals may access this number via TTY by calling the toll-free Federal Information Relay Service at 1-800-877-8339.

**SUPPLEMENTARY INFORMATION:** The Secretary of HUD has established the Negotiated Rulemaking Committee on Operating Fund Allocation to negotiate and develop a proposal that would change the current method of determining the payment of operating subsidies to PHAs.

This document announces the cancellation of the meeting of the committee, which had been scheduled to take place on August 11 and August 12, 1999. The cancellation will allow HUD to more fully develop a subsidy allocation proposal for committee consideration.

This document also announces the dates, time, and location of the September committee meeting, which will take place as described in the **DATES** and **ADDRESSES** section of this document.

The agenda planned for the committee meeting includes: (1) Workgroup sessions to discuss various issues related to the implementation of an operating fund formula; (2) full committee discussions of the work-products developed by the workgroups; (3) development of draft regulatory language; and (4) the scheduling of future meetings, if necessary.

The meeting will be open to the public without advance registration. Public attendance may be limited to the space available. Members of the public may make statements during the meeting, to the extent time permits, and file written statements with the committee for its consideration. Written statements should be submitted to the address listed in the **FOR FURTHER INFORMATION** section of this notice. Summaries of committee meetings will be available for public inspection and

copying at the address in the same section.

Dated: August 6, 1999.

**Deborah Vincent,**

*General Deputy Assistant Secretary for Public and Indian Housing.*

[FR Doc. 99-20836 Filed 8-9-99; 11:04 am]

BILLING CODE 4210-33-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 300

[FRL-6416-6]

#### **National Oil and Hazardous Substances Pollution Contingency Plan National Priorities List**

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice of intent to delete the Vestal Water Supply Well 4-2 Superfund Site from the National Priorities List; request for comments.

**SUMMARY:** The Environmental Protection Agency (EPA) Region II announces its intent to delete the Vestal Water Supply Well 4-2 (Vestal 4-2) Site from the National Priorities List (NPL) and requests public comment on this action. The NPL constitutes appendix B of 40 CFR part 300, which is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), which EPA promulgated pursuant to section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended. EPA and the State of New York have determined that no further action is appropriate at the Vestal 4-2 Site under CERCLA. Moreover, EPA and the State have determined that the activities conducted at the Vestal 4-2 Site are protective of public health and the environment.

**DATES:** Comments concerning the deletion of the Vestal 4-2 Site from the NPL may be submitted on or before September 10, 1999.

**ADDRESSES:** Comments may be mailed to: Lorenzo Thantu, Remedial Project Manager, U.S. Environmental Protection Agency, Region II, 290 Broadway, 20th Floor, New York, NY 10007.

Comprehensive information on this Site is available through the EPA Region II public docket, which is located at EPA's Region II Office in New York City, and is available for viewing, by appointment only, from 9:00 a.m. to 5:00 p.m., Monday through Friday, excluding holidays. For further information or to request an appointment to review the public