

will achieve interoperability and portability.

\* \* \* \* \*

(k) \* \* \*

(6) State agencies may receive one hundred percent federal funding for the costs they incur for switching and settling all food stamp interstate transactions. For purposes of this section, the term "switching" means the routing of an interstate transaction that consists of transmitting the details of a transaction electronically recorded through the use of an EBT card in one State to the issuer of the card that is in another State; and the term "settling" means movement, and reporting such movement, of funds from an EBT card issuer located in one to a retail food store, or wholesale food concern, that is located in another State, to accomplish an interstate transaction. The total amount of one hundred percent funding available annually is limited to \$500,000 nationwide. Once the \$500,000 limitation is exceeded, federal financial participation reverts to the standard fifty percent program reimbursement rate and procedure. In order to qualify for this funding, the State agency must:

(i) adhere to the standard of interoperability and portability adopted by a majority of State agencies for interoperability costs incurred for the period from February 11, 2000 through September 30, 2002;

(ii) meet standards of interoperability and portability under subsections (e) and (h) for costs incurred after September 30, 2002;

(iii) sign and submit, in each fiscal year for which a State agency requests enhanced funding, an Interoperability Funding Agreement to comply with the administrative procedures established by the Department. The State agency must submit the signed agreement to the Department before the end of the fiscal year in which costs are incurred in order to qualify for payment for that fiscal year; and

(iv) submit requests for payment on a quarterly basis after the end of the quarter in which interoperability costs are incurred, in accordance with the Department's administrative procedures. Requests for payments shall be due February 15 (for the period October through December), May 15 (January through March), August 15 (April through June), and November 15 (July through September). Requests for payment submitted after the required date for a quarter shall not be considered until the following quarter,

when such requests for payments are scheduled to be processed.

\* \* \* \* \*

Dated: August 7, 2000.

**Samuel Chambers, Jr.,**  
*Administrator, Food and Nutrition Service.*  
 [FR Doc. 00-20543 Filed 8-14-00; 8:45 am]  
**BILLING CODE 3410-30-U**

**SMALL BUSINESS ADMINISTRATION**

**13 CFR Part 121**

**Small Business Size Standards; General Building Contractors, Heavy Construction, Except Building, Dredging and Surface Cleanup Activities, Special Trade Contractors, Garbage and Refuse Collection, Without Disposal, and Refuse Systems; Correction**

**AGENCY:** Small Business Administration.  
**ACTION:** Final rule; correction.

**SUMMARY:** This is a technical correction to the final rule that the Small Business Administration (SBA) published in the **Federal Register** (65 FR 37689) on June 16, 2000. In that rule, the Small Business Administration established higher size standards in annual receipts for all of the construction industries including dredging, and for garbage and refuse collection, and refuse systems. SBA is providing below a replacement table for the one that was contained in that final rule. The table that was published on June 16, 2000 contained omissions that are significant and that SBA believes would be misleading if not corrected.

**DATES:** This rule is effective on July 17, 2000.

**FOR FURTHER INFORMATION CONTACT:** Robert N. Ray, Office of Size Standards, (202) 205-6618.

**SUPPLEMENTARY INFORMATION:** This is a technical correction to the final rule that the Small Business Administration (SBA) published in the **Federal Register** (65 FR 37689) on June 16, 2000. In that rule, the SBA established a size standard of \$27.5 million in average annual receipts for all industries in General Building Contractors, Standard Industrial Classification (SIC) Major Group 15, and for all industries except Dredging and Surface Cleanup Activities in Heavy Construction Other Than Building Construction, SIC Major Group 16; \$17.0 million for Dredging and Surface Cleanup Activities, part of SIC 1629, Heavy Construction, Not Elsewhere Classified (NEC); \$11.5 million for all industries in Special

Trade Contractors, SIC Major Group 17; and \$10.0 million for Garbage and Refuse Collection, Without Disposal, part of SIC 4212, Local Trucking Without Storage, and Refuse Systems, SIC 4953. These size standards were published in the table without dollar signs for five of the receipt-based size standards. The omission of dollar signs for these industries will lead to businesses with receipt-based size standards believing that they have employee-based size standards. As a result, eligible businesses would consider themselves ineligible in many cases for SBA program assistance. This correction publishes a corrected table for the one that was contained in that final rule.

In rule FR Doc. 00-15258 published on June 16, 2000, (65 FR 37689) make the following correction:

**§ 121.201 [Corrected]**

1. On page 37694, in § 121.201, the table "SIZE STANDARDS BY SIC INDUSTRY" is corrected to read as follows:

**§ 121.201 What size standards has SBA identified by Standard Industrial Classification codes?**

\* \* \* \* \*

**SIZE STANDARDS BY SIC INDUSTRY**

SIC code and description	Size standards in number of employees or millions of dollars
* * * * *	* * * * *
Division C—Construction:	
Major Group 15—Building Construction—General Contractors and Operative Builders .....	\$27.5
Major Group 16—Heavy Construction Other Than Building Construction—Contractors	\$27.5
Except:	
1629 (Part) Dredging and Surface Cleanup Activities .....	\$17.01
Major Group 17—Construction—Special Trade Contractors .....	\$11.5
* * * * *	* * * * *
Division E—Transportation, Communications, Electric, Gas, and Sanitary Services:	

SIZE STANDARDS BY SIC INDUSTRY—  
Continued

SIC code and description	Size standards in number of employees or millions of dol- lars
* * * * *	* *
4212 (Part) Garbage and Refuse Collection, Without Disposal .....	\$10.0
* * * * *	* *
4953 Refuse Systems	\$10.0

**Footnotes:**

<sup>1</sup>SIC code 1629—Dredging: To be considered small for purposes of Government procurement, a firm must perform at least 40 percent of the volume dredged with its own equipment or equipment owned by another small dredging concern.

Dated: August 7, 2000.

**Gary M. Jackson,**

*Assistant Administrator for Size Standards.*

[FR Doc. 00–20475 Filed 8–14–00; 8:45 am]

BILLING CODE 8025–01–P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 2000–SW–05–AD; Amendment 39–11853; AD 2000–15–20]

RIN 2120–AA64

**Airworthiness Directives; Agusta S.p.A. Model A109A and A109A II Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) for Agusta S.p.A. (Agusta) Model A109A and A109A II helicopters. This AD requires radiographic inspections of the internal surface of each main rotor blade spar (spar) for corrosion. This AD is prompted by the discovery of corrosion on the internal surfaces of the spar in the area adjacent to the main rotor blade inertia balance weights. The actions specified by this AD are intended to prevent failure of a main rotor blade due to corrosion on the internal surface of the spar and subsequent loss of control of the helicopter.

**DATES:** Effective September 19, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of September 19, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Agusta, 21017 Cascina Costa di Samarate (VA), Via Giovanni Agusta 520, telephone (0331) 229111, fax (0331) 229605–222595. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Jim Grigg, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations Group, Fort Worth, Texas 76193–0111, telephone (817) 222–5490, fax (817) 222–5961.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD for Agusta Model A109A and A109A II helicopters was published in the **Federal Register** on May 3, 2000 (65 FR 25692). That action proposed to require radiographic inspections of the upper and lower sides of each main rotor blade for spar corrosion. That action also proposed to require an initial radiographic inspection with recurring radiographic inspections at intervals not to exceed 24 months. If corrosion is detected at the STA 1354 centered radiographic inspection, removing the blade from service was proposed. If corrosion is detected at the STA 2825 centered radiographic inspection, additional inspections either by eddy current at intervals not to exceed 25 hours time-in-service (TIS) or by dye penetrant at intervals not to exceed 10 hours TIS were proposed.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 54 helicopters of U.S. registry will be affected by this AD. It will take approximately 10 work hours for the initial radiographic inspection and 4 work hours for each eddy current inspection per helicopter and the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$343,440 assuming every helicopter requires an eddy current inspection each month for a 24-month interval and assuming that no blade will need to be replaced.

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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:

**2000–15–20 Agusta S.p.A.:** Amendment 39–11853. Docket No. 2000–SW–05–AD.

**Applicability:** Model A109A and A109A II helicopters, with main rotor blade part number (P/N) 109–0103–01 (all dash numbers except P/N 109–0103–01–115), installed, 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 (d) of this AD.