

maintain adequate records to account for all donated commodities, funds, or both furnished to the provider by the recipient and to comply with any other applicable requirements that may be specified by CCC in the agreement. The recipient must submit a copy of each signed contract to CCC, as specified in the agreement.

■ 8. In § 1499.14, revise paragraph (b)(2) to read as follows:

§ 1499.14 Subrecipients.

* * * * *

(b) * * *

(2) The subrecipient is prohibited from using sale proceeds, CCC-provided funds, interest, or program income to acquire goods and services, either directly or indirectly through another party, in a manner that violates a U.S. Government economic sanction program, as specified in the agreement.

* * * * *

■ 9. In § 1499.16, revise paragraph (b)(3) to read as follows:

§ 1499.16 Suspension and termination of agreements.

* * * * *

(b) * * *

(3) Must comply with any closeout and post-closeout provisions specified in the agreement and 2 CFR 200.343 and 200.344.

■ 10. In § 1499.17, revise paragraphs (b) and (c) to read as follows:

§ 1499.17 Opportunities to object and appeals.

* * * * *

(b) The recipient must submit its objection in writing, along with any documentation, to the official specified in the agreement within 30 days after the date of CCC's written notification to the recipient of the CCC action being challenged. This official will endeavor to notify the recipient of his or her determination (the initial determination) within 60 days after the date that CCC received the recipient's written objection.

(c) The recipient may appeal the initial determination to the Administrator, FAS. An appeal must be in writing and be submitted to the Office of the Administrator within 30 days after the date of the initial determination. The recipient may submit additional documentation with its appeal.

* * * * *

Dated: July 19, 2019.

Robert Stephenson, Executive Vice President, Commodity Credit Corporation.

In concurrence with.

Dated: July 18, 2019.

Ken Isley, Administrator, Foreign Agricultural Service. [FR Doc. 2019-18420 Filed 8-27-19; 8:45 am] BILLING CODE 3410-10-P

SMALL BUSINESS ADMINISTRATION

13 CFR Part 120

504 Loan Program Rural Initiative—Extension of Pilot Program

AGENCY: U.S. Small Business Administration.

ACTION: Notification of extension of 504 Loan Program Rural Initiative Pilot Program.

SUMMARY: The 504 Loan Program Rural Initiative Pilot Program (504 Rural Pilot) authorizes Certified Development Companies (CDCs) to make 504 loans for projects in rural counties located in their Small Business Administration (SBA) Region during the two-year period beginning July 19, 2018 and ending July 20, 2020. The SBA announces the extension of the 504 Rural Pilot to September 30, 2021.

DATES: The 504 Rural Pilot, including the waiver of the restrictions in 13 CFR 120.839 on the CDC's authority to make loans outside their Area of Operations, is extended through September 30, 2021.

FOR FURTHER INFORMATION CONTACT: Linda Reilly, Chief, 504 Program Branch, Office of Financial Assistance, U.S. Small Business Administration, 409 Third Street SW, Washington, DC 20416; telephone: (202) 205-9949; email address: linda.reilly@sba.gov.

SUPPLEMENTARY INFORMATION: On July 19, 2018, SBA announced the availability of the 504 Rural Pilot for a two-year period, through July 20, 2020. See 83 FR 34021. In the notification, SBA explained that there has been a significant decline in the number of rural CDCs since 2013 and that SBA developed the 504 Rural Pilot to increase 504 lending in rural areas by allowing CDCs to make loans outside their Area of Operations. Specifically, the 504 Rural Pilot allows CDCs to make loans for 504 Projects with an address located in any county classified as "rural" by the U.S. Census Bureau if the 504 Project is located in the same SBA Region in which the CDC is incorporated.

Between July 19, 2018 and June 1, 2019, eight loans, in the aggregate amount of \$2,983,000, have been approved under the 504 Rural Pilot. These loans range in size from \$70,000

to \$1,036,000 and are providing assistance for projects located in communities with populations that range in size from 276 to 34,538. From the size of the communities served, the pilot is beginning to reach communities that are hard to serve due to population size.

SBA would like to extend the time period of the 504 Rural Pilot to give CDCs more time to market the 504 Program in eligible rural areas. Because it takes time and additional investment for CDCs to market in new areas, CDCs have requested that the pilot be extended. By providing more time for CDCs to develop loan awareness and activity in the rural communities within their regions, SBA hopes that CDCs will be able to generate more new loans to assist rural businesses. Accordingly, SBA has decided to extend the pilot through September 30, 2021.

In addition, for purposes of this pilot, a rural county is currently defined as a county classified as "mostly rural" or "completely rural" by the U.S. Census Bureau in its most recent decennial census report. SBA is hereby modifying the definition of a "rural county" for purposes of this pilot to include any county that the U.S. Census Bureau classifies as greater than or equal to 30% rural in its most recent decennial census report. This definition will apply to any loan approved on or after August 28, 2019 under this pilot. These counties are identified in the County Classification Lookup Table that can be downloaded at https://www.sba.gov/about-sba/sba-initiatives/sba-rural-lending-initiative or on the Welcome Screen for the Capital Access Financial System (CAFS). SBA believes that the expanded definition of "rural county" will encourage more lending through the pilot and will bring capital to these underserved areas. Further, this change will align this pilot with the definition of rural that is used in the 7(a) and 504 loan programs. CDCs must continue to use the U.S. Census Bureau table for purposes of identifying the rural counties that are eligible for the 504 Rural Pilot. The terms and conditions of the pilot are otherwise unchanged.

As described in the original notification of this pilot (see 83 FR 34021), SBA will continue to use the following criteria to evaluate the 504 Rural Pilot to determine how well it is achieving its objectives and other aspects of performance: (1) The measurable objectives to be achieved through the 504 Rural Pilot, including the number of small business concerns served, and the delinquency and default rates on the 504 Rural Pilot loans compared to regular 504 loans; (2) the

number of CDCs that participate in the 504 Rural Pilot and their performance in making and servicing 504 Rural Pilot loans; and (3) the costs and standards of performance which, in order to be acceptable, must not impact the overall subsidy rate for the 504 Loan Program.

Authority: 13 CFR 120.3.

Dated: August 20, 2019.

Christopher M. Pilkerton,
Acting Administrator.

[FR Doc. 2019-18609 Filed 8-27-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2019-0257; Product Identifier 2018-NM-175-AD; Amendment 39-19714; AD 2019-16-11]

RIN 2120-AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2018-20-06, which applied to certain Airbus SAS Model A300 F4-600R series airplanes. AD 2018-20-06 required repetitive high frequency eddy current (HFEC) inspections of the aft lower deck cargo door (LDCD) frame forks; a one-time check of the LDCD clearances; a one-time detailed visual inspection of hooks, eccentric bushes, and x-stops; and corrective actions if necessary. This AD retains the actions of AD 2018-20-06 and requires new compliance times, depending on frame fork configuration. This AD was prompted by a report of two adjacent frame forks that were found cracked on the aft LDCD of two airplanes during scheduled maintenance, and a determination that certain compliance times need to be revised. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 2, 2019.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of January 26, 2017 (81 FR 93801, December 22, 2016), and November 5, 2018 (83 FR 49265, October 1, 2018).

ADDRESSES: For service information identified in this final rule, contact

Airbus SAS, Airworthiness Office—EAW, Rond-Point Emile Dewoitine No. 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; internet <http://www.airbus.com>. You may view this referenced service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0257.

Examining the AD Docket

You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0257; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3225.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2018-20-06, Amendment 39-19440 (83 FR 49265, October 1, 2018) (“AD 2018-20-06”). AD 2018-20-06 applied to certain Airbus SAS Model A300 F4-600R series airplanes. The NPRM published in the **Federal Register** on May 7, 2019 (84 FR 19881). The NPRM was prompted by a report of two adjacent frame forks that were found cracked on the aft LDCD of two airplanes during scheduled maintenance, and a determination that certain compliance times need to be revised. The NPRM proposed to continue to require the actions of AD 2018-20-06 and also to require new compliance times, depending on frame fork configuration. The FAA is issuing this AD to address cracked or ruptured aft LDCD frames, which could allow loads to be transferred to the remaining structural elements. This condition could lead to the rupture of one or more

vertical aft LDCD frames, which could result in reduced structural integrity of the aft LDCD.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2018-0266, dated December 11, 2018 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Airbus SAS Model A300 F4-600R series airplanes. The MCAI states:

During scheduled maintenance at frames (FR) 61 and FR61A on the aft lower deck cargo door (LDCD) of two [Airbus SAS] A300-600F4 aeroplanes, two adjacent frame forks were found cracked. Subsequent analysis determined that, in case of cracked or ruptured aft cargo door frame(s), loads will be transferred to the remaining structural elements. However, these secondary load paths will be able to sustain the loads for a limited number of flight cycles (FC) only.

This condition, if not detected and corrected, could lead to the rupture of one or more vertical aft cargo door frame(s), resulting in reduced structural integrity of the aft cargo door.

To address this unsafe condition, Airbus issued Alert Operators Transmission (AOT) A52W011-15 to provide inspection instructions, and, consequently, EASA issued AD 2015-0152 to require repetitive inspections of the aft LDCD frame forks and, depending on findings, the accomplishment of applicable corrective action(s). Subsequently, Airbus published the modification SB [service bulletin] to provide frame fork reinforcement instructions, and the inspection SB to provide instructions to inspect the cargo door for cracks, as well as for frame fork replacement, including provisions for extended inspection intervals. EASA revised the AD accordingly.

Since EASA AD 2015-0152R1 [which corresponds to FAA AD 2018-20-06] was issued, further investigations results allowed Airbus to define new thresholds and inspection intervals according to the frame fork configuration. Consequently, the inspection SB was revised to include these new thresholds and intervals.

For the reasons described above, this [EASA] AD retains the requirements of EASA AD 2015-0152R1, which is superseded, and introduces new thresholds and intervals, depending on frame fork configuration.

You may examine the MCAI in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0257.

Comments

The FAA gave the public the opportunity to participate in developing this final rule. The following presents the comments received on the NPRM and the FAA’s response to each comment.