

§§ 1730.67–1730.99 [Reserved]

§ 1730.100 OMB Control Number.

The Information collection requirements in this part are approved by the Office of Management and Budget and assigned OMB control number 0572–0141.

Dated: June 25, 2009.

James R. Newby,

Acting Administrator, Rural Utilities Service.

[FR Doc. E9–15888 Filed 7–7–09; 8:45 am]

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Thrift Supervision, Treasury (OTS);
National Credit Union Administration
(NCUA); and Federal Trade Commission

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the
Currency

12 CFR Part 41

[Docket ID OCC–2009–0001]

RIN 1557–AD14

FEDERAL RESERVE SYSTEM

12 CFR Part 222

[Regulation V; Docket No. R–1203, R–1255]

FEDERAL DEPOSIT INSURANCE CORPORATION

12 CFR Part 334

RIN 3064–AC83; 3064–AD00

DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

12 CFR Part 571

[Docket ID OTS–2009–0012]

RIN 1550–AC30

NATIONAL CREDIT UNION ADMINISTRATION

12 CFR Part 717

RIN 3133–AC90 and RIN 3133–AD00

FEDERAL TRADE COMMISSION

16 CFR Parts 641, 680, 681, and 698

RIN 3084–AA94

Fair Credit Reporting Affiliate
Marketing Regulations; Identity Theft
Red Flags and Address Discrepancies
Under the Fair and Accurate Credit
Transactions Act of 2003; Correction

AGENCY: Office of the Comptroller of the
Currency, Treasury (OCC); Board of
Governors of the Federal Reserve
System (Board); Federal Deposit
Insurance Corporation (FDIC); Office of

By the Office of Thrift Supervision,
Deborah Dakin,
Acting Chief Counsel.

By order of the National Credit Union
Administration Board, June 18, 2009.
Mary F. Rupp,
Secretary of the Board.

By Direction of the Commission.
Donald S. Clark,
Secretary.

[FR Doc. E9-16030 Filed 7-7-09; 8:45 am]

BILLING CODE 4810-33-P; 6210-01-P; 6714-01-P;
6720-01-P; 7535-01-P; 3084-88-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2009-0044; Directorate
Identifier 2008-NM-132-AD; Amendment
39-15953; AD 2009-14-03]

RIN 2120-AA64

Airworthiness Directives; Bombardier
Model CL-600-1A11 (CL-600), CL-
600-2A12 (CL-601), CL-600-2B16 (CL-
601-3A, CL-601-3R, and CL-604)
Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new
airworthiness directive (AD) for the
products listed above. This AD results
from mandatory continuing
airworthiness information (MCAI)
originated by an aviation authority of
another country to identify and correct
an unsafe condition on an aviation
product. The MCAI describes the unsafe
condition as:

There have been several Stick Pusher
Capstan Shaft failures causing the dormant
loss or severe degradation of the stick pusher
function. * * *

Dormant loss or severe degradation of
the stick pusher function could result in
reduced controllability of the airplane.
We are issuing this AD to require
actions to correct the unsafe condition
on these products.

DATES: This AD becomes effective
August 12, 2009.

The Director of the Federal Register
approved the incorporation by reference
of certain publications listed in this AD
as of August 12, 2009.

ADDRESSES: You may examine the AD
docket on the Internet at <http://www.regulations.gov> or in person at the
U.S. Department of Transportation,
Docket Operations, M-30, West

Building Ground Floor, Room W12-140,
1200 New Jersey Avenue, SE.,
Washington, DC.

FOR FURTHER INFORMATION CONTACT:
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172, FAA, New York Aircraft
Certification Office, 1600 Stewart
Avenue, Suite 410, Westbury, New York
11590; telephone (516) 228-7328; fax
(516) 794-5531.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed
rulemaking (NPRM) to amend 14 CFR
part 39 to include an AD that would
apply to the specified products. That
NPRM was published in the Federal
Register on February 23, 2009 (74 FR
8039). That NPRM proposed to correct
an unsafe condition for the specified
products. The MCAI states:

There have been several Stick Pusher
Capstan Shaft failures causing the dormant
loss or severe degradation of the stick pusher
function. This directive is issued to revise the
first flight of the day check [in the Airplane
Flight Manual] of the stall protection system
to detect a degradation of the stick pusher
function. It also introduces a new periodic
maintenance task [in the Airworthiness
Limitations Section of the Instructions for
Continuing Airworthiness] to check the
structural integrity of the stick pusher
capstan shaft.

Dormant loss or severe degradation of
the stick pusher function could result in
reduced controllability of the airplane.
You may obtain further information by
examining the MCAI in the AD docket.

Comments

We gave the public the opportunity to
participate in developing this AD. We
received no comments on the NPRM or
on the determination of the cost to the
public.

Conclusion

We reviewed the available data and
determined that air safety and the
public interest require adopting the AD
as proposed.

Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and
related service information and, in
general, agree with their substance. But
we might have found it necessary to use
different words from those in the MCAI
to ensure the AD is clear for U.S.
operators and is enforceable. In making
these changes, we do not intend to differ
substantively from the information
provided in the MCAI and related
service information.

We might also have required different
actions in this AD from those in the

MCAI in order to follow our FAA
policies. Any such differences are
highlighted in a Note within the AD.

Costs of Compliance

We estimate that this AD will affect
707 products of U.S. registry. We also
estimate that it will take about 1 work-
hour per product to comply with the
basic requirements of this AD. The
average labor rate is \$80 per work-hour.
Based on these figures, we estimate the
cost of this AD to the U.S. operators to
be \$56,560, or \$80 per product.

Authority for This Rulemaking

Title 49 of the United States Code
specifies the FAA's authority to issue
rules on aviation safety. Subtitle I,
section 106, describes the authority of
the FAA Administrator. "Subtitle VII:
Aviation Programs," describes in more
detail the scope of the Agency's
authority.

We are issuing this rulemaking under
the authority described in "Subtitle VII,
Part A, Subpart III, Section 44701:
General requirements." Under that
section, Congress charges the FAA with
promoting safe flight of civil aircraft in
air commerce by prescribing regulations
for practices, methods, and procedures
the Administrator finds necessary for
safety in air commerce. This regulation
is within the scope of that authority
because it addresses an unsafe condition
that is likely to exist or develop on
products identified in this rulemaking
action.

Regulatory Findings

We determined that this AD will not
have federalism implications under
Executive Order 13132. This AD 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.

For the reasons discussed above, I
certify this AD:

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. 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.

We prepared a regulatory evaluation
of the estimated costs to comply with
this AD and placed it in the AD docket.

Examining the AD Docket

You may examine the AD docket on
the Internet at <http://www.regulations.gov>