

Authority: 7 U.S.C. 601–674.

■ 2. Section 984.445 is revised to read as follows:

§ 984.445 Procedures for voting by mail, e-mail, telephone, videoconference, facsimile, or any other means of communication.

(a) Whenever the Board votes upon any proposition by mail, e-mail, or facsimile, at least six members or alternates acting as members must vote and one dissenting vote shall prevent its adoption. Each proposition to be voted upon by mail, e-mail, or facsimile shall specify a time limit for members to vote, after which the alternates shall be given the opportunity to vote.

(b) Whenever the Board conducts meetings by telephone, videoconference, or any technology that enables member interaction, the vote shall be conducted by roll call.

Dated: January 6, 2010.

David R. Shipman,

Acting Administrator, Agricultural Marketing Service.

[FR Doc. 2010–316 Filed 1–11–10; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. NM405, Special Conditions No. 25–394–SC]

Special Conditions: Bombardier, Inc., Model DHC–8–100, –200, –300, and –400 Series Airplanes; Passenger Seats With Non-Traditional, Large, Non-Metallic Panels

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; request for comments; correction.

SUMMARY: This document makes a correction to a Final special conditions; request for comment document, published in the **Federal Register** on June 5, 2009 (74 FR 26946), which issued special conditions for the Bombardier, Inc., Model DHC–8–100, –200, –300, and –400 series airplanes, for passenger seats with non-traditional, large, non-metallic panels. The Final special conditions; request for comment document, included an incorrect Special Conditions number.

FOR FURTHER INFORMATION CONTACT: Michael Menkin, FAA, Standardization Branch, ANM–113, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue, SW., Renton, Washington 98057–3356;

telephone (425) 227–22793 facsimile (425) 227–1230; or e-mail: Michael.Menkin@faa.gov.

SUPPLEMENTARY INFORMATION: The document designated as “Docket No. NM405, Special Conditions No. 25–283–SC” was published in the **Federal Register** on June 5, 2009 (74 FR 26946). The document issued special conditions pertaining to passenger seats with non-traditional, large, non-metallic panels for the Bombardier, Inc., Model DHC–8–100, –200, –300, and –400 series airplanes.

As published, the document contained an incorrect Special Conditions number; one that was used for a different set of special conditions. To correct that problem, the special conditions number pertaining to these special conditions is being changed.

Since no part of the regulatory information has been changed, the special conditions are not being republished.

Correction

In Final special conditions; request for comment document FR Doc. E9–13187, published on June 5, 2009 (74 FR 26946), make the following correction:

1. On page 26946, in the first column, fifth line, change No. 25–283–SC to No. 25–394–SC.

Issued in Renton, Washington, on December 28, 2009.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–290 Filed 1–11–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2009–0788; Directorate Identifier 2009–NM–193–AD; Amendment 39–16167; AD 2010–01–09]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Model 737–300, –400, and –500 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Model 737–300, –400, and –500 series airplanes. This AD requires repetitive external non-destructive inspections to detect cracks in the fuselage skin along the chem-mill step at stringers S–1 and

S–2 right, between station (STA) 827 and STA 847, and repair if necessary. This AD results from a report of a hole in the fuselage skin common to stringer S–1 and S–2 left, between STA 827 and STA 847 on an airplane that diverted to an alternate airport due to cabin depressurization and subsequent deployment of the oxygen masks. We are issuing this AD to detect and correct fatigue cracking of the fuselage skin panels at the chem-milled steps, which could result in sudden fracture and failure of the fuselage skin panels, and consequent rapid decompression of the airplane.

DATES: This AD is effective February 16, 2010.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of February 16, 2010.

ADDRESSES: For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, Washington 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; e-mail me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800–647–5527) is the Document Management Facility, 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: Wayne Lockett, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 917–6447; fax (425) 917–6590.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an airworthiness directive (AD) that would apply to certain Model 737–300, –400, and –500 series airplanes. That NPRM was published in the **Federal Register** on September 15, 2009 (74 FR 47148). That NPRM proposed to require repetitive