

inspection Subtasks, of the IP and HP compressor shafts listed by part number and serial number in Table 1 of this AD before

exceeding the compliance period specified in Table 1 of this AD.

(2) Guidance on full and focused inspections and acceptance limits can be

found in the current, applicable RR engine manual and RR Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AG086.

TABLE 1—LIST OF AFFECTED SHAFTS

Engine series	Affected component	Part no.	Shaft serial no.	Compliance period (flight cycles in service after December 4, 2008)
Trent 800	1-8 IP Compressor Shaft	FK24100	MW0115238	750
Trent 800	1-4 HP Compressor Shaft	FK32580	MW0115512	750
Trent 800	1-4 HP Compressor Shaft	FK32580	MW0004708	2000
Trent 800	1-4 HP Compressor Shaft	FK32580	MW00063868	2500
Trent 800	1-8 IP Compressor Shaft	FK24100	DN65507	2500
Trent 800	1-8 IP Compressor Shaft	FK24100	DN65158	2500
Trent 800	1-4 HP Compressor Shaft	FK32580	MW0125467	3500
Trent 800	1-4 HP Compressor Shaft	FW11590	DN65189	3500
Trent 800	1-8 IP Compressor Shaft	FK24100	MW0091518	3500
Trent 800	1-8 IP Compressor Shaft	FK24100	MW0126365	3500
Trent 800	1-8 IP Compressor Shaft	FK24100	DN66422	4750
Trent 800	1-8 IP Compressor Shaft	FK24100	MW0203314	4750
Trent 700	1-8 IP Compressor Shaft	FK22279	DN63228	3250
Trent 700	1-8 IP Compressor Shaft	FK26048	MW0026046	4500

Other FAA AD Provisions

(f) *Alternative Methods of Compliance (AMOCs)*: The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) Refer to MCAI EASA Airworthiness Directive 2009-0021 (Corrected February 9, 2009), dated February 6, 2009, and RR Alert NMSB RB.211-72-AG086, for related information.

(h) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(i) None.

Issued in Burlington, Massachusetts, on September 17, 2010.

Robert J. Ganley,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 47

[Docket No. FAA-2008-0188; Amdt. No. 47-29A]

RIN 2120-AI89

Re-Registration and Renewal of Aircraft Registration; OMB Approval of Information Collection; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; approval of information collection; correction.

SUMMARY: The FAA is correcting the notification of the Office of Management and Budget (OMB) approval of information collection requirements contained in the “Re-Registration and Renewal of Aircraft Registration” final rule. The final rule was published on July 20, 2010. The notification of OMB approval of information collection was published on August 30, 2010. This document corrects the OMB approval expiration date referenced in the August 30, 2010, notification.

DATES: The final rule, including the information collection requirements in part 47, published July 20, 2010, at 75 FR 41968, and August 20, 2010, at 75 FR 52859, will become effective on October 1, 2010. The FAA received OMB approval for the information collection requirements on August 16, 2010.

FOR FURTHER INFORMATION CONTACT: John G. Bent, Civil Aviation Registry, Mike Monroney Aeronautical Center, 6500 South MacArthur Boulevard, Oklahoma

City, OK 73169; telephone: (405) 954-4331.

SUPPLEMENTARY INFORMATION:

Background

On July 20, 2010, the FAA published the final rule “Re-Registration and Renewal of Aircraft Registration” (75 FR 41968).

The final rule contained information collection requirements in part 47 that had not yet been approved by OMB at the time of publication. In accordance with the Paperwork Reduction Act, the FAA submitted a copy of the new information collection requirements to OMB for its review. OMB approved the collection on August 16, 2010, and assigned the information collection OMB Control Number 2120-0729, which expires on February 29, 2012. In the notification of OMB approval document that was published on August 30, 2010, the FAA incorrectly stated that the expiration date was February 29, 2010. The FAA also incorrectly referenced docket number FAA-2008-0118 instead of docket number FAA-2008-0188. The FAA also inadvertently included references to parts 13 and 91 in the heading of the document; however, parts 13 and 91 did not contain information collection requirements.

In final rule FR Doc. 2010-21561 published on August 30, 2010 (75 FR 52859), make the following corrections:

Corrections to Preamble

■ 1. On page 52859, in the second column, in the third line of the heading, remove “14 CFR Parts 13, 47, and 91” and add in its place “14 CFR Part 47.”

■ 2. On page 52859, in the second column, in the fourth line of the heading, remove “FAA–2008–0118” and add in its place “FAA–2008–0188.”

■ 3. On page 52859, in the second column, in the fifth line of the heading, remove “13–34, 47–29, and 91–318” and add in its place “47–29.”

■ 4. On page 52859, in the third column, in the second paragraph under **SUPPLEMENTARY INFORMATION**, in the twelfth line, remove “February 29, 2010” and add in its place “February 29, 2012.”

Issued in Washington, DC, on September 20, 2010.

Dennis R. Pratte, II,

Acting Director, Office of Rulemaking.

[FR Doc. 2010–23964 Filed 9–23–10; 8:45 am]

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 35

[Docket No. RM10–22–000; Order No. 739]

Promoting a Competitive Market for Capacity Reassignment

September 20, 2010.

AGENCY: Federal Energy Regulatory Commission.

ACTION: Final rule.

SUMMARY: The Federal Energy Regulatory Commission lifts the price cap for all electric transmission customers reassigning transmission capacity based on the Commission’s experience to date and a two-year study, released April 15, 2010. The removal of the price cap is intended to help

facilitate the development of a market for electric transmission capacity reassignments as a competitive alternative to transmission capacity acquired directly from the transmission owner.

DATES: *Effective Date:* This rule will become effective September 24, 2010.

FOR FURTHER INFORMATION CONTACT:

Laurel Hyde (Technical Information), Office of Energy Market Regulation, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, (202) 502–8146.

A. Cory Lankford (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, (202) 502–6711.

SUPPLEMENTARY INFORMATION:

Before Commissioners: Jon Wellingshoff, Chairman; Marc Spitzer, Philip D. Moeller, John R. Norris, and Cheryl A. LaFleur.

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1. Based on the Commission’s experience to date and a two-year study, released April 15, 2010,¹ the Federal Energy Regulatory Commission in this Final Rule makes permanent the lifting of price caps for transmission customers reassigning electric transmission capacity. This action is intended to facilitate the development of a market for electric transmission capacity reassignments as a competitive alternative to primary transmission capacity.

I. Background

2. In Order No. 888, the Commission concluded that a transmission provider’s *pro forma* Open Access Transmission Tariff (OATT) must permit explicitly the voluntary reassignment of all or part of a holder’s

firm point-to-point capacity rights to any eligible customer.² The Commission also found that allowing holders of firm transmission capacity rights to reassign that transmission capacity would help parties manage the financial risks associated with their long-term commitment, reduce the market power of transmission providers by enabling customers to compete, and foster efficient transmission capacity allocation.

² *Promoting Wholesale Competition Through Open Access Non-Discriminatory Transmission Services by Public Utilities; Recovery of Stranded Costs by Public Utilities and Transmitting Utilities*, Order No. 888, 61 FR 21540 (May 10, 1996), FERC Stats. & Regs. ¶ 31,036, at 31,696 (1996), *order on reh’g*, Order No. 888–A, 62 FR 12274 (March 14, 1997), FERC Stats. & Regs. ¶ 31,048 (1997), *order on reh’g*, Order No. 888–B, 81 FERC ¶ 61,248 (1997), *order on reh’g*, Order No. 888–C, 82 FERC ¶ 61,046 (1998), *aff’d in relevant part sub nom. Transmission Access Policy Study Group v. FERC*, 225 F.3d 667 (DC Cir. 2000), *aff’d sub nom. New York v. FERC*, 535 U.S. 1 (2002).

3. With respect to the appropriate rate for transmission capacity reassignment, the Commission concluded it could not permit reassignments at market-based rates because it was unable to determine that the market for reassigned transmission capacity was sufficiently competitive so that resellers would not be able to exert market power. Instead, the Commission capped the rate at the highest of: (1) The original transmission rate charged to the purchaser (assignor); (2) the transmission provider’s maximum stated firm transmission rate in effect at the time of the reassignment; or (3) the assignor’s own opportunity costs capped at the cost of expansion (price cap). The Commission further explained that opportunity cost pricing had been permitted at “the higher of embedded costs or legitimate and verifiable opportunity costs, but not the sum of the two (*i.e.*, ‘or’ pricing is

¹ *FERC Staff, Staff Findings on Capacity Reassignment (2010)*, available at <http://www.ferc.gov> (Staff Report).