

removing a provision concerning CCC fee collection for administrative costs of implementing or modifying commodity assessment collections, as required by the 2008 Farm Bill, that are identified in this Final Rule is solely administrative. Therefore, FSA has determined that NEPA does not apply to this Final Rule and no environmental assessment or environmental impact statement will be prepared.

Executive Order 12372

This program is not subject to Executive Order 12372, which requires consultation with State and local officials. See the notice related to 7 CFR part 3015, subpart V, published in the *Federal Register* on June 24, 1983 (48 FR 29115).

Executive Order 12988

This rule has been reviewed under Executive Order 12988. This final rule is not retroactive and it does not preempt State or local laws, regulations, or policies unless they present an irreconcilable conflict with this rule. Before any judicial action may be brought regarding the provisions of this rule the administrative appeal provisions of 7 CFR parts 11 and 780 must be exhausted.

Executive Order 13132

The policies contained in this rule do not have any substantial direct effect on 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. Nor does this rule impose substantial direct compliance costs on state and local governments. Therefore, consultation with the States is not required.

Executive Order 13175

The policies contained in this rule do not have tribal implications that preempt tribal law.

Unfunded Mandates

This rule contains no Federal mandates under the regulatory provisions of Title II of the Unfunded Mandates Reform Act of 1995 (UMRA) for State, local, or tribal governments, or the private sector. In addition, CCC was not required to publish a notice of proposed rulemaking for this rule. Therefore, this rule is not subject to the requirements of sections 202 and 205 of UMRA.

Paperwork Reduction Act

These regulations are exempt from the requirements of the Paperwork Reduction Act (44 U.S.C. Chapter 35), as

specified in section 1601(c)(2)(a) of the 2008 Farm Bill, which provides that these regulations, which are necessary to implement title I of the 2008 Farm Bill, be promulgated and administered without regard to the Paperwork Reduction Act.

E-Government Act Compliance

CCC is committed to complying with the E-Government Act, to promote the use of the Internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

List of Subjects in 7 CFR part 1405

Loan programs—agriculture, Price support programs.

■ For the reasons set out above, CCC amends 7 CFR part 1405 as follows:

PART 1405—LOANS, PURCHASES, AND OTHER OPERATIONS

■ 1. The authority will continue to read as follows:

Authority: 7 U.S.C. 1515; 7 U.S.C. 7416a; 7 U.S.C. 7991(e); 15 U.S.C. 714b and 714c.

§ 1405.9 [Amended]

■ 2. Amend § 1405.9, in paragraph (c)(1), by removing the words “and for administrative costs”, and adding, in their place, the words “but not for administrative costs”.

Signed in Washington, DC, on November 15, 2010.

Jonathan Coppess,

Executive Vice President, Commodity Credit Corporation.

[FR Doc. 2010-29249 Filed 11-18-10; 8:45 am]

BILLING CODE 3410-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-1136; Directorate Identifier 2010-SW-069-AD; Amendment 39-16522; AD 2010-24-04]

RIN 2120-AA64

Airworthiness Directives; Sikorsky Aircraft Corporation (Sikorsky) Model S-92A Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD) for Sikorsky Model S-92A helicopters

that currently requires cleaning and inspecting each main gearbox (MGB) assembly mounting foot pad and rib for a crack and corrosion. If you do not find a crack, the AD requires applying a corrosion preventive compound. If you find a crack, the AD requires replacing the MGB before further flight. If you find corrosion, bubbled paint, or paint discoloration, the AD requires you to repair the MGB before further flight. This amendment retains the current requirements and expands the applicability to include another part-numbered MGB assembly and MGB housing. This amendment is prompted by the need to expand the applicability to include another MGB assembly and MGB housing that is prone to the same cracks and corrosion as the MGB listed in the current AD. The actions specified by this AD are intended to prevent the loss of the MGB and subsequent loss of control of the helicopter.

DATES: Effective December 6, 2010.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of February 19, 2010 (75 FR 5684, February 4, 2010).

We must receive comments on this AD by January 18, 2011.

ADDRESSES: Use one of the following addresses to comment on this AD.

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* (202) 493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may get the service information identified in this AD from Sikorsky Aircraft Corporation, *Attn:* Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, e-mail address tsslibrary@sikorsky.com, or at <http://www.sikorsky.com>.

Examining the Docket: You may examine the docket that contains the AD, any comments, and other information on the Internet at <http://www.regulations.gov>, or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Operations office (telephone (800) 647-

5527) is located in Room W12-140 on the ground floor of the West Building at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Michael Schwetz, Aviation Safety Engineer, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7761, fax (781) 238-7170.

SUPPLEMENTARY INFORMATION:

On December 18, 2009, we issued AD 2009-23-51, Amendment 39-16190 (75 FR 5684, February 4, 2010), to require cleaning and inspecting each MGB assembly mounting foot pad and rib for a crack and corrosion. If you do not find a crack, the AD requires applying a corrosion preventive compound. If you find a crack, the AD requires replacing the MGB before further flight. If you find corrosion, bubbled paint, or paint discoloration, the AD requires you to repair the MGB before further flight. That action was prompted by reports of cracks in the MGB mounting foot pads and foot ribs. That condition, if not corrected, could result in loss of the MGB and subsequent loss of control of the helicopter.

Since issuing that AD, we have determined the need to expand the applicability to include another MGB assembly and MBG housing, which introduced a six-stud attachment for the oil filter bowl and more edge distance on the right and left foot pads. This new housing configuration is added to the applicability of this AD because it is prone to the same cracks as the MGB listed in the current AD. The manufacturer is still investigating the root cause of these cracks. Contributing factors may include corrosion and the bushing press fit in the mounting foot bolt hole. The actions specified in this AD are interim actions until the root cause of the cracking is determined. After that determination, we anticipate further rulemaking.

Since an unsafe condition has been identified that is likely to exist or develop on other Sikorsky S-92A helicopters of the same type design, this AD supersedes AD 2009-23-51 to retain the same requirements and to expand the applicability to include the MGB assembly, part number (P/N) 92351-15000-044, with a MGB housing, P/N 92351-15110-046. This AD is being issued to prevent the loss of the MGB and subsequent loss of control of the helicopter. This AD requires an initial and at 10-hour time-in-service (TIS) intervals, cleaning and inspecting each MGB assembly mounting foot pad and

rib for a crack and corrosion. If you do not find a crack, this AD requires applying a corrosion preventive compound. If you find a crack, this AD requires replacing the MGB before further flight. If you find corrosion, bubbled paint, or paint discoloration, this AD requires you to repair the MGB before further flight.

The short compliance time is required because the previously described critical unsafe condition can adversely affect the structural integrity and controllability of the helicopter. Therefore, because of the short compliance time, this AD must be issued immediately.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

We estimate this AD will affect 44 helicopters of U.S. registry, and inspecting the MGB assembly mounting foot pads and foot ribs for corrosion or a crack will take about:

- 2 work hours to do the visual inspection, assuming 2200 (50 inspections X 44 helicopters) inspections per year for commercial and part 91 operators; and
- 24 work hours to remove and replace an MGB.

The average labor rate is \$85 per work hour and required parts will cost about \$590,000 per helicopter. Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$26,423,760 assuming all 44 helicopters will require an MGB replacement.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and an opportunity for public comment. We invite you to send any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2010-1136; Directorate Identifier 2010-SW-069-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each

substantive verbal contact we receive concerning this AD. Using the search function of the docket Web site, you can find and read the comments to any of our dockets, including the name of the individual who sent the comment. You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Regulatory Findings

We have 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 that the regulation:

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 an economic evaluation of the estimated costs to comply with this AD. See the AD docket to examine the economic evaluation.

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.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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. The FAA amends § 39.13 by removing Airworthiness Directive (AD) 2009–23–51, Amendment 39–16190 (75 FR 5684, dated February 4, 2010), and by adding a new AD to read as follows:

2010–24–04 Sikorsky Aircraft Corporation: Amendment 39–16522; Docket No. FAA–2010–1136; Directorate Identifier 2010–SW–069–AD. Supersedes AD 2009–23–51; Amendment 39–16190; Docket No. FAA–2010–0066; Directorate Identifier 2009–SW–52–AD.

Applicability: Model S–92A helicopters, with main gearbox (MGB) assembly, part number (P/N) 92351–15000–042, –043, or –044, with MGB housing, P/N 92351–15110–042, –043, –044, –045, or –046, installed, certificated in any category.

Compliance: Required as indicated.

To prevent loss of an MGB and subsequent loss of control of the helicopter, do the following:

(a) Within 10 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 10 hours TIS, clean and inspect each MGB assembly mounting foot pad and rib for a crack and corrosion in the area depicted in Figure 1 and as shown in the examples in Figures 2, 3, and 4 of Sikorsky Alert Service Bulletin No. 92–63–020, dated September 11, 2009 (ASB). If no crack is found, apply the corrosion preventive compound to each foot pad and rib area.

Note 1: When conducting a visual inspection, use a bright, non-LED light.

(1) If you find a crack, replace the MGB before further flight.

(2) If you find corrosion, bubbled paint, or paint discoloration, before further flight, repair the affected area.

Note 2: Even though MGB assembly, P/N 92351–15000–044, with MGB housing, P/N 92351–15110–046, is not included in the ASB, following the Accomplishment Instructions in the ASB accomplishes the intent of this AD.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Boston Aircraft Certification Office, ATTN: Michael Schwetz, Aviation Safety Engineer, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238–7761, fax (781) 238–7170, for information about previously approved alternative methods of compliance.

(c) The Joint Aircraft System/Component (JASC) Code is 6320: Main Rotor Gearbox.

(d) Do the inspections by following the specified portions of Sikorsky Alert Service Bulletin No. 92–63–020, dated September 11, 2009. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51 as of February 19, 2010 (75 FR 5684, February 4, 2010). Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT, telephone (203) 383–4866, e-mail address tsslibrary@sikorsky.com, or at <http://www.sikorsky.com>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(e) This amendment becomes effective on December 6, 2010.

Issued in Fort Worth, Texas, on November 9, 2010.

Kim Smith,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2010–29201 Filed 11–18–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE INTERIOR

Bureau of Ocean Energy Management, Regulation, and Enforcement

30 CFR Parts 201, 202, 203, 204, 206, 207, 208, 210, 212, 217, 218, 219, 220, 227, 228, 229, 241, 243, and 290

Office of Natural Resources Revenue

30 CFR Parts 1201, 1202, 1203, 1204, 1206, 1207, 1208, 1210, 1212, 1217, 1218, 1219, 1220, 1227, 1228, 1229, 1241, 1243, and 1290

[Docket No. MMS–2010–MRM–0033]

RIN 1010–AD70

Reorganization of Title 30, Code of Federal Regulations

Correction

In rule document 2010–24721 beginning on page 61051 in the issue of Monday, October 4, 2010, make the following corrections:

PART 1206—PRODUCT VALUATION [CORRECTED]

Amendment Table for Part 1206 [Corrected]

1. On page 61070, in the table, in the first column “Amend”:

a. In the fourth row, “§ 1206.52(c)(2)” should read “§ 1206.52(c)(2)(i)”.

b. In the 11th row, “§ 1206.53(e)(5) two times” should read “§ 1206.52(e)(5) two times”.

c. In both the 15th and 16th rows, “§ 1206.52(c) introductory text” should read “§ 1206.53(c) introductory text”.

2. On page 61071, in the table, in the third column “And adding in its place”:

a. In the 18th row from the bottom of the page, “part 207” should read “part 1207.”

b. In the seventh row from the bottom of the page, the blank entry should read “ONRR.”

3. On page 61072, in the table, in the third column “And adding in its place”, in the 22nd row, the blank entry should read “§ 1206.111”.

4. On page 61073, in the table, in the third column “And adding in its place”, in the 16th row, “Associate Director” should read “Director”.

PART 1208—SALE OF FEDERAL ROYALTY OIL [CORRECTED]

Amendment Table for Part 1208 [Corrected]

5. On page 61081, in the table, in the third column “And adding in its place”:

a. In the first row, “§ 208.8(a)” should read “§ 1208.8(a)”.

b. In the fifth row, “§ 208.7(g)” should read “§ 1208.7(g)”.

[FR Doc. C1–2010–24721 Filed 11–18–10; 8:45 am]

BILLING CODE 1505–01–D

DEPARTMENT OF THE TREASURY

Fiscal Service

31 CFR Part 363

Securities Held in Treasury Direct

AGENCY: Bureau of the Public Debt, Fiscal Service, Treasury.

ACTION: Final rule.

SUMMARY: Treasury is enhancing TreasuryDirect to permit automatic purchases of savings bonds through a payroll savings plan.

DATES: *Effective date:* November 19, 2010.

ADDRESSES: You can download this Final Rule at the following Internet addresses:

<http://www.publicdebt.treas.gov>,

<http://www.gpo.gov>, or

<http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Elisha Whipkey, Director, Division of Program Administration, Office of Retail Securities, Bureau of the Public Debt, at