

(3) Totaling the results in section 11(b)(2);

(4) Multiplying the total production to be counted (see section 11(c)) by type, if applicable, by the respective price election;

(5) Totaling the results in section 11(b)(4);

(6) Subtracting the results in section 11(b)(5) from the results in section 11(b)(3); and

(7) Multiplying the result in section 11(b)(6) by your share.

For example:

You have a 100 percent share in 50 acres of early variety A in the unit, with a guarantee of 140 bushels per acre and a price election of \$16.00 per bushel. You are only able to harvest 6,000 bushels due to an insured cause of loss. Your indemnity would be calculated as follows:

(1) 50 acres \times 140 bushels = 7,000 bushel guarantee;

(2) 7,000 bushels \times \$16.00 price election = \$112,000.00 value of guarantee;

(4) 6,000 bushels \times \$16.00 price election = \$96,000.00 value of production to count;

(6) \$112,000.00 – \$96,000.00 = \$16,000 loss; and

(7) \$16,000 \times 100 percent = \$16,000 indemnity.

(c) The total production to count from all insurable acreage on the unit will include:

(1) All appraised production as follows:

(i) Not less than the production guarantee for acreage:

(A) That is abandoned;

(B) That is sold by direct marketing if you fail to meet the requirements contained in section 10 of these Crop Provisions;

(C) That is damaged solely by uninsured causes; or

(D) For which you fail to provide production records that are acceptable to us;

(ii) Production lost due to uninsured causes;

(iii) Unharvested production;

(iv) Potential production on insured acreage that you intend to abandon or no longer care for, if you and we agree on the appraised amount of production. Upon such agreement, the insurance period for that acreage will end. If you do not agree with our appraisal, we may defer the claim only if you agree to continue to care for the crop. We will then make another appraisal when you notify us of further damage or that harvest is general in the area unless you harvested the crop, in which case we will use the harvested production. If you do not continue to adequately care

for the crop, our appraisal made prior to deferring the claim will be used to determine the production to count; and
(2) All harvested production from the insurable acreage.

12. Late and Prevented Planting.

The late and prevented planting provisions of the Basic Provisions are not applicable.

Signed in Washington, DC, on March 24, 2010.

William J. Murphy,

Manager, Federal Crop Insurance Corporation.

[FR Doc. 2010-6975 Filed 3-29-10; 8:45 am]

BILLING CODE 3410-08-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 61

[Docket No. FAA-2007-29015; Amdt. No. 61-125A]

RIN 2120-AJ10

Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft; Modifications to Rules for Sport Pilots and Flight Instructors With a Sport Pilot Rating; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting a final rule published on February 1, 2010. In that rule, the FAA amended its regulations for sport pilots and flight instructors with a sport pilot rating to address airman certification and operational issues that have arisen since regulations for the certification of aircraft and airmen for the operation of light-sport aircraft were implemented in 2004. This document corrects errors in the codified text of that document.

DATES: The final rule and this correction will become effective April 2, 2010.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this rule, contact Larry L. Buchanan, Light-Sport Aviation Branch, AFS-610, Regulatory Support Division, Flight Standards Service, Federal Aviation Administration, 6500 South MacArthur Blvd., Oklahoma City, OK 73169; telephone (405) 954-6400; Mailing address: Light-Sport Aviation Branch, AFS-610, P.O. Box 25082, Oklahoma City, OK 73125.

For legal questions concerning this rule, contact Paul G. Greer, Regulations Division, AGC-200, Federal Aviation Administration, 800 Independence

Ave., SW., Washington, DC 20591; telephone (202) 267-3073.

SUPPLEMENTARY INFORMATION:

Background

On February 1, 2010, the FAA published a final rule entitled, “Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft; Modifications to Rules for Sport Pilots and Flight Instructors With a Sport Pilot Rating” (75 FR 5204).

In that final rule, the FAA revised § 61.327. Paragraph (a) introductory text of § 61.327 referenced endorsement requirements for a sport pilot operating “a light-sport aircraft that has a V_H less than or equal to 87 knots CAS.” Paragraph (b) introductory text of § 61.327 referenced endorsement requirements for persons operating “a light-sport aircraft that has a V_H greater than 87 knots CAS.” In the revision to § 61.315(c)(14)(i) and (c)(14)(ii), however, references to those paragraphs of § 61.327 were incorrectly cited.

Additionally, the FAA revised § 61.327 to require a sport pilot who seeks to operate a light-sport aircraft that has a V_H less than or equal to 87 knots CAS to receive and log training in an aircraft that has a V_H less than or equal to 87 knots CAS. In the preamble to the final rule, the FAA noted that it “does not believe that receiving training in an airplane with a V_H greater than 87 knots CAS will adequately prepare a sport pilot to operate a low-speed, high-drag airplane with a V_H less than or equal to 87 knots CAS without additional training.” The agency did not intend to require specific endorsements for other categories and classes of aircraft, such as powered parachutes and weight-shift-control aircraft that typically have a V_H that does not exceed 87 knots CAS. Accordingly the FAA is correcting § 61.327(a) and (c) to reflect the agency’s intent and is making conforming corrections in §§ 61.315(c)(14), 61.415(f), and 61.423(a)(2)(iii)(C).

Sections 61.319 and 61.323 were revised to eliminate the requirement that persons exercising sport pilot privileges have an aircraft make-and-model endorsement to operate an aircraft within a specific set of aircraft. The FAA therefore also should have included a conforming amendment to § 61.317 *Is my sport pilot certificate issued with aircraft category and class ratings?* to remove reference to the words “make and model.”

Lastly, §§ 61.315(c)(14)(ii) and 61.327(c) contained provisions that permit a sport pilot to operate an aircraft with a V_H less than or equal to 87 knots CAS if that person has logged flight time

as pilot in command of an aircraft with a V_H less than or equal to 87 knots CAS prior to March 3, 2010. The FAA is correcting this date to read “April 2, 2010,” to correspond with the effective date of the final rule.

Corrections

In final rule FR Doc. 2010–2056, beginning on page 5204 in the **Federal Register** of February 1, 2010, make the following corrections:

- 1. On page 5222, in the first column, revise § 61.315(c)(14) to read as follows:

§ 61.315 What are the privileges and limits of my sport pilot certificate?

* * * * *

(c) * * *

(14) If the aircraft:

(i) Has a V_H greater than 87 knots CAS, unless you have met the requirements of § 61.327(b).

(ii) Has a V_H less than or equal to 87 knots CAS, unless you have met the requirements of § 61.327(a) or have logged flight time as pilot in command of an airplane with a V_H less than or equal to 87 knots CAS before April 2, 2010.

* * * * *

- 2. On page 5222, in the first column, add amendment 15A to read as follows:

§ 61.317 [Amended]

■ 15A. Amend § 61.317 by removing the words “logbook endorsement for the category, class, and make and model of aircraft” from the last sentence and adding in their place the words “logbook endorsement for the category and class of aircraft”.

§ 61.327 [Corrected]

- 3. On page 5222, in the first column, amend § 61.327 by:

■ a. Amending paragraph (a) introductory text by removing the words “light-sport aircraft that has” and adding in their place the words “light-sport aircraft that is an airplane with”.

■ b. Amending paragraph (a)(1) by removing the word “aircraft” and adding in its place the word “airplane”.

■ c. Amending paragraph (a)(2) by removing the words “light-sport aircraft” and adding in their place the words “light-sport aircraft that is an airplane”.

■ d. Amending paragraph (c) by removing the word “aircraft” and adding in its place the word “airplane” and by removing the date “March 3, 2010” and adding in its place the date “April 2, 2010”.

§ 61.415 [Corrected]

- 4. On page 5222, in the second column, in § 61.415(f), remove the words “light-sport aircraft” and add in

their place the words “light-sport aircraft that is an airplane”.

§ 61.423 [Corrected]

- 5. On page 5222, in the third column, in § 61.423(a)(2)(iii)(C), remove the words “light-sport aircraft” and add in their place the words “light-sport aircraft that is an airplane”.

Issued in Washington, DC, on March 25, 2010.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

[FR Doc. 2010–7039 Filed 3–29–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 558

New Animal Drugs for Use in Animal Feeds

CFR Correction

In Title 21 of the Code of Federal Regulations, Parts 500 to 599, revised as of April 1, 2009, in § 558.55, on page 408, at the end of the table to paragraph (d)(2), reinstate footnote 1 to read as follows:

¹ Bacitracin zinc in § 510.600(c) of this chapter.

[FR Doc. 2010–7095 Filed 3–29–10; 8:45 am]

BILLING CODE 1505–01–D

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

Consolidated Returns; Intercompany Obligations

CFR Correction

In Title 26 of the Code of Federal Regulations, Part 1 (§§ 1.1401 to 1.1550), revised as of April 1, 2009, on page 347, in § 1.1502–13, move the first paragraph (g)(3)(i)(B)(1)(vi) into numerical order to follow (g)(3)(i)(B)(1)(v), remove the second paragraph (g)(3)(i)(B)(1)(vi), and reinstate paragraph (g)(3)(i)(B)(1)(iv) to read as follows:

§ 1.1502–13 Intercompany transactions.

* * * * *

(g) * * *

(3) * * *

(i) * * *

(B) * * *

(1) * * *

(iv) The transferee member has a nonmember shareholder;

* * * * *

[FR Doc. 2010–7094 Filed 3–29–10; 8:45 am]

BILLING CODE 1505–01–D

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

Exclusions From Gross Income of Foreign Corporations

CFR Correction

In Title 26 of the Code of Federal Regulations, Part 1 (§§ 1.851 to 1.907), revised as of April 1, 2009, on page 444, in § 1.883–0, under the heading § 1.883–1, remove paragraphs (g)(3)(i), (g)(3)(ii), (h)(3)(i), (h)(3)(ii), and (h)(3)(iii).

[FR Doc. 2010–7092 Filed 3–29–10; 8:45 am]

BILLING CODE 1505–01–D

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 31

Employment Taxes and Collection of Income Tax at Source

CFR Correction

In Title 26 of the Code of Federal Regulations, Parts 30 to 39, revised as of April 1, 2010, on page 262, in § 31.3402(o)–3, replace the fifth sentence in paragraph (c) with three sentences to read as follows:

§ 31.3402(o)–3 Extension of withholding to sick pay.

* * * * *

(c) * * * If the payee is paid sick pay on a semimonthly basis, the specific whole dollar amount shall be at least \$44 per semimonthly payment of sick pay. If the payee is paid sick pay on a monthly basis, the specific whole dollar amount shall be at least \$88 per monthly payment of sick pay. If the payee is paid sick pay on a basis other than weekly, daily, biweekly, semi-monthly, or monthly, the specific whole dollar amount shall be the equivalent of at least \$4 per day, assuming a 5 day work week of 8 hours per day (40 hours total) in each 7 day calendar week. * * *

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[FR Doc. 2010–7093 Filed 3–29–10; 8:45 am]

BILLING CODE 1505–01–D