

**§ 381.68 [Corrected]**

■ 2. In § 381.68, the second sentence of paragraph (a) is amended by removing “10.5” and adding in its place “10”.

Done at Washington, DC, on May 13, 2010.

Alfred V. Almanza,  
Administrator.

[FR Doc. 2010-11996 Filed 5-18-10; 8:45 am]

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**DEPARTMENT OF ENERGY****10 CFR Part 430**

[Docket No. EERE-2010-BT-NOA-0016]

**Notice of Availability of Interpretive Rule on the Applicability of Current Water Conservation Standards for Showerheads; Request for Comments**

**AGENCY:** Department of Energy.

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** The U.S. Department of Energy (DOE) or (the Department) is providing notice of an interpretive rule that sets out the Department's views on the definition of “showerhead” in the DOE's regulations related to the energy conservation program for consumer products. The draft interpretive rule represents the Department's interpretation of its existing regulations and is exempt from the notice and comment requirements of the Administrative Procedure Act. See 5 U.S.C. 553(b)(A). Nevertheless, given that the Department has not previously expressed its views on this definition, we are interested in receiving feedback from the public on the interpretation. At the end of the comment period, this draft interpretive rule may be adopted, revised or withdrawn.

**DATES:** Comments regarding this draft interpretive rule must be received on or before June 18, 2010.

**ADDRESSES:** Comments may be submitted to DOE using the following method:

- E-mail: [Showerhead\\_Guidance\\_Comments@hq.doe.gov](mailto:Showerhead_Guidance_Comments@hq.doe.gov). Include the docket number in the subject line of the message. Comments and suggestions should be provided in WordPerfect, Microsoft Word, PDF, or text file format.

The full text of the interpretive rule is available at [http://www1.eere.energy.gov/buildings/appliance\\_standards/residential/pdfs/showerhead\\_guidance.pdf](http://www1.eere.energy.gov/buildings/appliance_standards/residential/pdfs/showerhead_guidance.pdf).

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information should be directed to Ms. Laura Barhydt [laura.barhydt@hq.doe.gov](mailto:laura.barhydt@hq.doe.gov) or by phone at 202-287-5772.

**SUPPLEMENTARY INFORMATION:** The U.S. Department of Energy (DOE) or (the Department) is providing notice of an interpretive rule that sets out the Department's views on the definition of “showerhead” in 10 CFR 430.2. The draft interpretive rule represents the Department's interpretation of its existing regulations and is exempt from the notice and comment requirements of the Administrative Procedure Act. See 5 U.S.C. 553(b)(A). Nevertheless, given that the Department has not previously expressed its views on this definition, we are interested in receiving feedback from the public on the interpretation. At the end of the comment period, this draft interpretive rule may be adopted, revised or withdrawn. The full text of the interpretive rule is available at [http://www1.eere.energy.gov/buildings/appliance\\_standards/residential/pdfs/showerhead\\_guidance.pdf](http://www1.eere.energy.gov/buildings/appliance_standards/residential/pdfs/showerhead_guidance.pdf).

**Authority:** 42 U.S.C. 6291 and 42 U.S.C. 6298.

Issued in Washington, DC, on May 10, 2010.

Scott Blake Harris,  
General Counsel.

[FR Doc. 2010-11572 Filed 5-18-10; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 25**

[Docket No. NM420; Special Conditions No. 25-406-SC]

**Special Conditions: Dassault Aviation Falcon Model 2000EX; Autobraking System**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final special conditions.

**SUMMARY:** These special conditions are issued for the Dassault Aviation Falcon Model 2000EX airplane. This airplane will have a novel or unusual design feature(s) associated with the autobraking system for use during landing. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** Effective Date: June 18, 2010.

**FOR FURTHER INFORMATION CONTACT:** Todd Martin, FAA, Airframe/Cabin Safety, ANM-115, Transport Airplane

Directorate, Aircraft Certification Service, 1601 Lind Avenue, SW., Renton, Washington, 98057-3356; telephone (425) 227-1178; facsimile (425) 227-1149.

**SUPPLEMENTARY INFORMATION:****Background**

On July 1, 2008, Dassault Aviation applied for a change to Type Certificate (TC) No. A50NM to install an automatic braking system on the Falcon Model 2000EX airplane. This is a pilot-selectable function that allows earlier maximum braking at landing without pilot pedal input. When the autobrake system is armed before landing, it automatically commands maximum braking at main wheels touchdown. Normal procedures remain unchanged and call for manual braking after nose wheel touchdown.

The current Federal Aviation Regulations do not contain adequate requirements to address the potentially higher structural loads that could result from this type of automatic braking system. Title 14, Code of Federal Regulations (14 CFR) 25.471 through 25.511 address ground handling loads, but do not contain a specific “pitchover” requirement addressing the loading on the nose gear, the nose gear surrounding structure, and the forward fuselage. The Dassault autobraking system, which applies maximum braking at the main wheels before the nose gear touches down, will cause a high nose gear sink rate, and potentially higher gear and airframe loads. Therefore, the FAA has determined that a special condition is needed. The special condition requires that the airplane be designed to withstand the loads resulting from maximum braking, taking into account the effects of the automatic braking system.

**Type Certification Basis**

Under the provisions of 14 CFR 21.101, Dassault Aviation must show that the Falcon Model 2000EX, as changed, continues to meet the applicable provisions of the regulations incorporated by reference in TC No. A50NM or the applicable regulations in effect on the date of application for the change. The regulations incorporated by reference in the type certificate are commonly referred to as the “original type certification basis.” The regulations incorporated by reference in TC No. A50NM are as follows: Part 25 of 14 CFR as amended by Amendments 25-1 through 25-69. In addition, Dassault Aviation has elected to comply with the following amendments:

- Amendment 25-71 for § 25.365(e).