on the mortgage recovery advance note; however, borrowers may voluntarily submit partial payments without incurring any prepayment penalty.

(iii) The due date for the mortgage recovery advance note shall be the due date of the guaranteed note held by the Lender, as modified by the special loan servicing. Prior to the due date on the mortgage recovery advance note, payment in full under the note is due at the earlier of the following:

(A) When the first lien mortgage and the guaranteed note are paid off; or

(B) When the borrower transfers title to the property by voluntary or involuntary means.

(iv) Repayment of all or part of the mortgage recovery advance must be remitted directly to RHS by the borrower.

(v) RHS will collect this Federal debt from the borrower by any available means if the mortgage recovery advance is not repaid based on the terms outlined in the promissory note and mortgage or deed-of-trust.

(4) The following provisions apply when a Lender files a claim with RHS for reimbursement of a mortgage recovery advance:

(i) A claim for reimbursement in a form acceptable to RHS must be submitted to RHS within 60 days of the advance being executed by the borrower through his or her signature on the promissory note.

(ii) When filing the claim for reimbursement with RHS, the Lender must:

(A) Submit the original promissory note and a copy of the filed mortgage or deed-of-trust;

(B) Include a summary of the amount of the funds advanced, including the monthly PITI and principal deferment (if applicable), and other account information indicating the borrower’s arrearage before the advance, as well as the present status of the account as of the date of the advance;

(C) Provide the name, address, and tax ID number for the Lender; and

(D) Provide the name, address, and phone number of a contact person for the Lender who can answer questions about the reimbursement request.

(5) If a borrower defaults on his or her loan after receiving a mortgage recovery advance and a loss claim is filed by the Lender due to the default, any Agency reimbursement issued for the mortgage recovery advance to the Lender on behalf of the borrower will be credited toward the maximum loan guarantee amount payable by the Agency under the guarantee.

Dated: August 18, 2010.

Tammye Treviño,
Administrator Rural Housing Service.

[FR Doc. 2010–21261 Filed 8–25–10; 8:45 am]

BILLING CODE 3410–XY–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney Canada (P&W) PW530A, PW545A, and PW545B Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

There have been reports of engine surge, lack of response to Power Lever input and crew commanded engine shutdown on PW530A/PW545A/PW545B engines powered aeroplanes. Investigation revealed engine intercompressor bleed valve/servo valve malfunction as the cause of the above problems, and that this problem is limited to engines fitted with low time (new or overhaul) bleed valve servo valves with either SB 30343 or 30404 incorporated.

We are issuing this AD to prevent inflight loss of power of one or both of the engines and possible loss of control of the airplane.

DATES: This AD becomes effective September 10, 2010.

We must receive comments on this AD by September 27, 2010. The Director of the Federal Register approved the incorporation by reference of P&W Alert Service Bulletin PW500–72–A30421, dated June 29, 2010, listed in the AD as of September 10, 2010.

ADDRESSES: You may send comments by any of the following methods:

• Federal eRulemaking Portal: Go to http://www.regulations.gov and follow the instructions for sending your comments electronically;

• Mail: U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

• Fax: (202) 493–2251.

EXAMINING THE AD DOCKET

You may examine the AD docket 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 AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647–5527) is the same as the Mail address provided in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION 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.

SUPPLEMENTARY INFORMATION:

Discussion

Transport Canada, which is the aviation authority for Canada, has issued Canada Airworthiness Directive CF–2010–19, dated July 7, 2010 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

There have been reports of engine surge, lack of response to Power Lever input and crew commanded engine shutdown on PW530A/PW545A/PW545B engines powered aeroplanes. Investigation revealed engine intercompressor bleed valve/servo valve malfunction as the cause of the above problems, and that this problem is limited to engines fitted with low time (new or overhaul) bleed valve servo valves with either SB 30343 or 30404 incorporated.

You may obtain further information by examining the MCAI in the AD docket.

RELEVANT SERVICE INFORMATION

P&W has issued Alert Service Bulletin (ASB) PW500–72–A30421, dated June 29, 2010. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

FAA’s Determination and Requirements of This AD

This product has been approved by the aviation authority of Canada, and is approved for operation in the United
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 adding the following new AD:

2010–18–09 Pratt & Whitney Canada:  

Effective Date  
(a) This airworthiness directive (AD) becomes effective September 10, 2010.  

Affected ADs  
(b) None.  

Applicability  
(c) This AD applies to Pratt & Whitney Canada (P&WC) PW530A, PW545A, and PW545B turbofan engines that incorporate either P&WC Service Bulletin (SB) PW500–72–30343 or PW500–72–30404. These engines are installed on, but not limited to, Cessna Aircraft Company model 550 (Citation Bravo) and model 560 (Citation Excel and XLS) airplanes.  

Reason  
(d) There have been reports of engine surge, lack of response to Power Lever input and crew commanded engine shutdown on PW530A/PW545A/PW545B engines powered aeroplanes. Investigation revealed engine intercompressor bleed valve/servo valve malfunction as the cause of the above problems, and that this problem is limited to engines fitted with low time (new or overhauled) bleed valve servo valves with either SB 30343 or 30404 incorporated.  

We are issuing this AD to prevent inflight loss of power of one or both of the engines and possible loss of control of the airplane.  

Actions and Compliance  
(e) Unless already done, do the following actions.  
(1) For engines that have an intercompressor bleed valve (BOV) servo valve with 250 or more hours time-in-service (TIS) since new or overhaul on the effective date of this AD, no further action is required.  

Remove Intercompressor Bleed Valve/Servo Valve  
(2) For engines that have a BOV servo valve with fewer than 50 hours TIS since new or overhaul on the effective date of this AD, remove the BOV servo valve from service as specified in Table 1 of this AD.
TABLE 1—BOV SERVO VALVE REMOVAL BY ENGINE MODEL AND SERVICE BULLETIN

<table>
<thead>
<tr>
<th>Engine model</th>
<th>Remove from service . . .</th>
</tr>
</thead>
<tbody>
<tr>
<td>PW530A and PW545A</td>
<td>Within 15 hours TIS after the effective date of this AD.</td>
</tr>
<tr>
<td>PW545B engines before incorporation of SB PW500–72–30311</td>
<td>Within 15 hours TIS after the effective date of this AD.</td>
</tr>
<tr>
<td>PW545B engines after incorporation of SB PW500–72–30311</td>
<td>Within 35 hours TIS after the effective date of this AD.</td>
</tr>
</tbody>
</table>

Engine Testing
(3) For engines that have a BOV servo valve with 50 hours or more TIS and fewer than 250 hours TIS since new or overhaul on the effective date of this AD, test the engine as specified in P&WC Alert Service Bulletin (ASB) PW500–72–A30421, dated June 29, 2010. Use the compliance times specified in Table 2 of this AD.

TABLE 2—ENGINE TESTING BY ENGINE MODEL AND SERVICE BULLETIN

<table>
<thead>
<tr>
<th>Engine model</th>
<th>Perform test . . .</th>
</tr>
</thead>
<tbody>
<tr>
<td>PW530A and PW545A</td>
<td>Within 15 hours TIS after the effective date of this AD.</td>
</tr>
<tr>
<td>PW545B engines before incorporation of SB PW500–72–30311</td>
<td>Within 15 hours TIS after the effective date of this AD.</td>
</tr>
<tr>
<td>PW545B engines after incorporation of SB PW500–72–30311</td>
<td>Within 35 hours TIS after the effective date of this AD.</td>
</tr>
</tbody>
</table>

(4) Thereafter, test the engine as specified in P&WC ASB PW500–72–A30421, dated June 29, 2010. Use the compliance times specified in Table 3 of this AD.

TABLE 3—REPEATITIVE ENGINE TESTING BY BOV TIS

<table>
<thead>
<tr>
<th>Time on BOV servo valve</th>
<th>Repeat test</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fewer than 100 hours TIS since new</td>
<td>Within 25 hours TIS since last inspection.</td>
</tr>
<tr>
<td>100 or more hours TIS since new, but fewer than 250 hours TIS since new</td>
<td>Within 50 hours TIS since last inspection.</td>
</tr>
<tr>
<td>250 or more hours TIS since new</td>
<td>No repetitive tests required.</td>
</tr>
</tbody>
</table>

Optional Terminating Action
(1) Replacing the BOV servo valve with a BOV servo valve that is not subject of this AD is terminating action to the testing requirements of paragraphs (e)(3) and (e)(4) of this AD.

FAA AD Differences
(g) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) in that while the MCAI requires initial mandatory action on only one engine per airplane with follow-on action to the second engine at a later compliance time, this AD requires initial action on both engines of the airplane at the same compliance time.

Other FAA AD Provisions
(h) 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
(j) 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) 238–7138; fax (781) 238–7199, for more information about this AD.

Material Incorporated by Reference
(k) You must use Pratt & Whitney Canada Alert Service Bulletin PW500–72–A30421, dated June 29, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.
(2) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; telephone 800–268–8000; fax 450–647–2888; Web site: http://www.pwc.ca.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; 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/cfr/ibr-locations.html.

Issued in Burlington, Massachusetts, on August 19, 2010.

Peter A. White,
Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 2010–21331 Filed 8–25–10; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 95
[Docket No.30742; Amdt. No. 489]

IFR Altitudes; Miscellaneous Amendments
AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.
DATES: Effective Date: 0901 UTC, September 23, 2010.
FOR FURTHER INFORMATION CONTACT: Harry Hodges, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike