consumers and businesses. In recognition of the complexities of the rulemaking and the variety of considerations involved in its impact and implementation, the Agencies requested that commenters respond to numerous questions. The Credit Risk NPR stated that the public comment period would close on June 10, 2011.2

The Agencies have received requests from the public for an extension of the comment period to allow for sufficient time for data gathering and impact analyses related to the provisions of the proposed rule.3 The Agencies believe that it is important for interested persons to have additional time to fully review the provisions of the proposed rule and the questions posed by the Agencies, and to conduct appropriate data collection and analysis on the potential impact of the Credit Risk NPR prior to submitting comment. Therefore, the Agencies are extending the comment period for the Credit Risk NPR from June 10, 2011 to August 1, 2011.

Dated: June 3, 2011.

John Walsh,
Acting Comptroller of the Currency.

By order of the Board of Governors of the Federal Reserve System, acting through the Secretary under delegated authority. June 6, 2011.

Jennifer J. Johnson,
Secretary of the Board.

Dated at Washington, DC, this 3rd day of June 2011.

By order of the Board of Directors. Federal Deposit Insurance Corporation.

Valerie J. Best,
Assistant Executive Secretary.

By the Securities and Exchange Commission.

Dated: June 6, 2011.

Elizabeth M. Murphy,
Secretary.

Dated: June 2, 2011.

Edward J. Demarco,
Acting Director, Federal Housing Finance Agency.

Jointly prescribed with the Agencies. By the Department of Housing and Urban Development.

Dated: June 6, 2011.

Robert C. Ryan,
Acting Assistant Secretary Housing—Federal Housing Commissioner.

[FR Doc. 2011–14444 Filed 6–9–11; 8:45 am]

2 See id.
3 See, e.g., comment letters to the Agencies from American Bankers Association et al. [May 13, 2011] and The Loan Syndications and Trading Association [May 26, 2011]; and press release from Realogy Corporation [May 10, 2011].

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
RIN 2120–AA64

Airworthiness Directives: Viking Air Limited (Type Certificate No. A–815 Formerly Held by Bombardier Inc. and de Havilland, Inc.) Model DHC–3 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede an existing airworthiness directive (AD) that applies to the products listed above. The existing AD currently requires repetitively inspecting the elevator control tabs for discrepancies and, if any discrepancies are found, taking necessary corrective actions to bring all discrepancies within acceptable tolerances. The existing AD also requires reporting certain inspection results to the FAA. Since we issued that AD, we determined that we inadvertently omitted certain airplanes from the Applicability section. This proposed AD would retain the actions currently required in AD 2011–05–02 and remove the Supplemental Type Certificate (STC) SA01059SE condition in the Applicability section. We are proposing this AD to add new repetitive inspections of the elevator control tabs. If these inspections are not done, excessive free-play in the elevator control tabs could develop. This condition could lead to loss of tab control linkage and severe elevator flutter. Such elevator flutter could lead to possible loss of control.

DATES: We must receive comments on this proposed AD by July 25, 2011.

ADDITIONAL INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the ADDRESSES section. Include '58

FOR FURTHER INFORMATION CONTACT:

George Duckett, Aerospace Engineer, New York Aircraft Certification Office, FAA, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 228–7325; fax: (516) 794–5531; e-mail: george.duckett@faa.gov.

SUPPLEMENTARY INFORMATION:

You may examine the AD docket on the Internet at http://www.regulations.gov: or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800–647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FEDERAL REGISTER:

Vol. 76, No. 112

Friday, June 10, 2011

Proposed Rules

34011
elevator control tabs for discrepancies and, if any discrepancies are found, taking necessary corrective actions to bring all discrepancies within acceptable tolerances. That AD also requires reporting certain inspection results to the FAA. That AD resulted from an evaluation of revisions to the manufacturer’s maintenance manual that adds new repetitive inspections of the elevator control tabs. To require compliance with these inspections for U.S. owners and operators we mandated the inspections through the rulemaking process. We issued that AD to add new repetitive inspections of the elevator control tabs. If these inspections are not done, excessive free-play in the elevator control tabs could develop. This condition could lead to loss of tab control linkage and severe elevator flutter. Such elevator flutter could lead to possible loss of control.

**Actions Since Existing AD Was Issued**

Since we issued AD 2011–05–02, we determined that we inadvertently omitted certain airplanes from the Applicability section. The current Applicability section includes Model DHC–3 airplanes, all serial numbers, that do not have the new elevator servo tab and redundant control linkage installed according to Supplemental Type Certificate (STC) No. SA01059SE and that are certified in any category.

The actions currently required in AD 2011–05–02 were intended for all Model DHC–3 airplanes regardless if the installation of the redundant linkage was done according to Supplemental Type Certificate (STC) SA01059SE.

**FAA’s Determination**

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

**Proposed AD Requirements**

This proposed AD would retain all of the requirements of AD 2011–05–02. This proposed AD would add airplanes to the applicability statement of the existing AD by removing the STC SA01059SE condition.

**Interim Action**

We are continuing to evaluate the cause of the unsafe condition identified in this proposed AD to enable us to obtain better insight into the nature, cause, and extent of excessive free-play in the elevator control tabs. Based on this evaluation, we may consider further rulemaking.

**Costs of Compliance**

We estimate that this proposed AD affects 65 airplanes of U.S. registry. We estimate the following costs to comply with this proposed AD:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspection</td>
<td>1 work-hour × $85 per hour = $85 per inspection cycle.</td>
<td>Not applicable</td>
<td>$85 per inspection cycle</td>
<td>$5,525 per inspection cycle.</td>
</tr>
</tbody>
</table>

We estimate the following costs to do any necessary follow-on actions that would be required based on the results of the proposed inspection. We have no way of determining the number of airplanes that may need this repair/replacement:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum repair</td>
<td>1 work-hour × $85 per hour = $85</td>
<td></td>
<td>$50 $135</td>
</tr>
<tr>
<td>Moderate repair</td>
<td>3 work-hours × $85 per hour = $255</td>
<td></td>
<td>$150 $405</td>
</tr>
<tr>
<td>Maximum repair</td>
<td>6 work-hours × $85 per hour = $510</td>
<td></td>
<td>$450 $960</td>
</tr>
</tbody>
</table>

**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.

**Regulatory Findings**

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 proposed 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),
3. Will not affect intrastate aviation in Alaska, and
4. 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.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.
The Proposed Amendment

Accordingly, under the authority
delegated to me by the Administrator,
the FAA proposes to amend 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)
AD 2011–05–02, Amendment 39–16611
(76 FR 10220, February 24, 2011), and
adding the following new AD:

Viking Air Limited (Type Certificate No. A–
815 Formerly Held by Bombardier Inc.
and de Havilland, Inc.): Docket No.
FAA–2011–0597; Directorate Identifier
2011–CE–019–AD.

Comments Due Date
(a) The FAA must receive comments on
this AD action by July 25, 2011.

Affected ADs
(b) This AD supersedes AD 2011–05–02,
Amendment 39–16611.

Applicability
(c) This AD applies to Viking Air Limited
(type certificate No. A–815 formerly held by
Bombardier Inc. and de Havilland, Inc.)
Model DHC–3 airplanes, all serial numbers,
that are certificated in any category.

Subject
(d) Joint Aircraft System Component
(JASC)/Air Transport Association (ATA) of
America Code 27, Flight Controls.

Unsafe Condition
(e) This AD results from an evaluation of
revisions to the manufacturer’s maintenance
manual that adds new repetitive inspections
to the elevator control tabs. To require
compliance with these inspections for U.S.
owners and operators we are mandating these
inspections through the rulemaking process.
We are issuing this AD to add new repetitive
inspections of the elevator control tabs. If
these inspections are not done, excessive
free-play in the elevator control tabs could
develop. This condition could lead to loss of
tab control linkage and severe elevator
flutter. Such elevator flutter could lead to
possible loss of control.

Compliance
(f) Comply with this AD within the
compliance times specified, unless already
done.

<table>
<thead>
<tr>
<th>Actions</th>
<th>Compliance</th>
<th>Procedures</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Inspect the elevator control tabs for discrepancies.</td>
<td>(i) For airplanes previously affected by AD 2011–05–02: Initially within the next 50 hours time-in-service (TIS) after March 31, 2011 (the effective date retained from AD 2011–05–02).</td>
<td>Following Viking DHC–3 Otter Maintenance Manual Temporary Revisions No. 18, No. 19, and No. 20, all dated December 5, 2008.</td>
</tr>
<tr>
<td>(2) If any discrepancies are found during any inspection required in paragraph (f)(1) of this AD, take necessary corrective actions to bring all discrepancies within acceptable tolerances.</td>
<td>(ii) For airplanes not previously affected by AD 2011–05–02: Initially within the next 50 hours time-in-service (TIS) after the effective date of this AD.</td>
<td>Following Viking DHC–3 Otter Maintenance Manual Temporary Revisions No. 18, No. 19, and No. 20, all dated December 5, 2008.</td>
</tr>
<tr>
<td>(3) If, during any inspection required in paragraph (f)(1) of this AD, the total maximum free play of the elevator servo tab and trim tab relative to the elevator exceeds 1.0 degree (this is equal to a maximum displacement of 0.070” at the trailing edge), report the results of the inspection to the FAA.</td>
<td>(iii) For all affected airplanes: Repetitively thereafter inspect at intervals not to exceed 100 hours TIS.</td>
<td>Use the form (Figure 1 of this AD) and submit it to FAA, Small Airplane Directorate, Attn: Jim Rutherford, 901 Locust, Room 301, Kansas City, Missouri 64106.</td>
</tr>
</tbody>
</table>

DOCKET NO. FAA–2011–0597
SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated 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:

The emergency water dump pulley support bracket assembly, Part Number (P/N) 215–94711–2, has been found cracked or broken on a number of aeroplanes. Failure of the emergency water dump pulley support bracket assembly in combination with other system failures such as an engine failure during take off or pitch control system jam, may result in a loss of control of the aeroplane.

The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

DATES: We must receive comments on this proposed AD by July 25, 2011.

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

• 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.

The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.