

(3) A copy of any contract or agreement regarding the subject matter of the filing;

(4) The cost of the proposed payment and its impact on the capital and earnings of the regulated entity;

(5) The reasons why the consent to the payment should be granted; and

(6) Certification and documentation as to each of the factors listed in § 1231.3(b)(1)(iv).

(d) *Additional information.* FHFA may request additional information at any time during the processing of the letter application.

(e) *Written notice.* FHFA shall provide the applicant with written notice of the decision as soon as it is rendered.

Dated: June 22, 2009.

**James B. Lockhart III,**

*Director, Federal Housing Finance Agency.*

[FR Doc. E9-15329 Filed 6-26-09; 8:45 am]

**BILLING CODE 8070-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2009-0294; Directorate Identifier 2009-NE-08-AD]

RIN 2120-AA64

#### **Airworthiness Directives; International Aero Engines AG (IAE) V2500-A1, V2527E-A5, V2530-A5, and V2528-D5 Turbofan Engines**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for International Aero Engines AG (IAE) V2500-A1, V2527E-A5, V2530-A5, and V2528-D5 turbofan engines. This proposed AD would require reducing the published life limit of certain high-pressure compressor (HPC) stage 9-12 disc assemblies. This proposed AD would also remove from service those HPC stage 9-12 disc assemblies using a drawdown schedule. This proposed AD results from IAE updating the low-cycle-fatigue (LCF) life analysis for certain HPC stage 9-12 disc assemblies. We are proposing this AD to prevent an uncontained failure of the HPC stage 9-12 disc assembly, resulting in an in-flight engine shutdown and possible damage to the airplane.

**DATES:** We must receive any comments on this proposed AD by August 28, 2009.

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

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Docket Management Facility, 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.

#### **FOR FURTHER INFORMATION CONTACT:**

Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [mark.riley@faa.gov](mailto:mark.riley@faa.gov); telephone (781) 238-7758; fax (781) 238-7199.

Contact International Aero Engines AG, 400 Main Street, East Hartford, CT 06108; telephone: (860) 565-5515; fax: (860) 565-5510, for a copy of the service information identified in this proposed AD.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

We invite you to send us any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2009-0294; Directorate Identifier 2009-NE-08-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed 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 with FAA personnel concerning this proposed AD. Using the search function of the Web site, anyone can find and read the comments in any of our dockets, including, if provided, the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

#### **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 proposed 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.

#### **Discussion**

IAE Engineering updated their life analysis for certain HPC stage 9-12 disc assemblies installed in V2500-A1, V2527E-A5, V2530-A5, and V2528-D5 turbofan engines. Stress analysis calculations have shown that missing ceramic liner material affects thermal gradients at the weld joining discs stage 11 and 12. This results in an increase in the stress in the weld, which affects the life of the component. This condition, if not corrected, could result in uncontained engine failure resulting in an in-flight engine shutdown and possible damage to the airplane.

#### **FAA's Determination and Requirements of the Proposed AD**

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. We are proposing this AD, which would require:

- Reducing the published life limit of HPC stage 9-12 disc assemblies, P/N 2A3200, 2A3300, 2A3400, 2A3500, 6A4131, and 6A7545, installed in V2500-A1 engines, from 15,000 cycles-since-new (CSN) to 14,600 CSN; and
- Reducing the published life limit of HPC stage 9-12 disc assemblies, P/N 6A4156 and 6A7547, installed in V2527E-A5 and V2530-A5 engines, from 12,000 CSN to 11,800 CSN; and
- Reducing the published life limit of HPC stage 9-12 disc assemblies, P/N 6A4156 and 6A7547, installed in V2528-D5 engines, from 13,200 CSN to 11,800 CSN.

This proposed AD would also remove from service those HPC stage 9-12 disc assemblies using a drawdown schedule.

#### **Costs of Compliance**

We estimate that this proposed AD would affect 18 engines installed on airplanes of U.S. registry. We also estimate that it would take about 200 work-hours per engine to perform the proposed actions, and that the average

labor rate is \$80 per work-hour. The prorated cost due to a life reduction for a HPC stage 9–12 disc assembly installed in a V2500–A1 engine, is about \$5,600 per engine, and for one installed in a V2527E–A5, V2530–A5, or V2528–D5 engine, is about \$29,700 per engine. Based on these figures, we estimate the cost of the AD on U.S. operators to be \$485,200.

#### 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 AD:

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. Would 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 a regulatory evaluation of the estimated costs to comply with this proposed AD. You may get a copy of this summary at the address listed under **ADDRESSES**.

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

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration 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 adding the following new airworthiness directive:

**International Aero Engines AG:** Docket No. FAA–2009–0294; Directorate Identifier 2009–NE–08–AD.

##### Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by August 28, 2009.

##### Affected ADs

(b) None.

##### Applicability

(c) This AD applies to International Aero Engines AG (IAE) V2500–A1, V2527E–A5, V2530–A5, and V2528–D5 turbofan engines. These engines are installed on, but not limited to, Airbus A320 and A321 series, and McDonnell Douglas Corporation MD–90 airplanes.

##### Unsafe Condition

(d) This AD results from IAE updating the low-cycle-fatigue (LCF) life analysis for certain HPC stage 9–12 disc assemblies. We are issuing this AD to prevent an uncontained failure of the HPC stage 9–12 disc assembly, resulting in an in-flight engine shutdown and possible damage to the airplane.

##### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

##### V2500–A1 Turbofan Engines

(f) For V2500–A1 turbofan engines with HPC stage 9–12 disc assemblies, P/N 2A3200, 2A3300, 2A3400, 2A3500, 6A4131, and 6A7545, installed, remove from service as follows:

(1) For HPC stage 9–12 disc assemblies that have accumulated fewer than 12,000 cycles-since-new (CSN) on the effective date of this AD, remove from service before the disc assembly accumulates 14,600 CSN.

(2) For HPC stage 9–12 disc assemblies that have accumulated 12,000 or more CSN but fewer than 14,600 CSN on the effective date of this AD:

(i) If the next engine shop visit will occur before accumulating 14,600 CSN, then remove from service before accumulating 14,600 CSN.

(ii) If the next engine shop visit will occur upon accumulating 14,600 or more CSN, then remove from service at the next engine shop visit but not to exceed 15,000 CSN.

(3) For HPC stage 9–12 disc assemblies that have accumulated 14,600 or more CSN on the effective date of this AD, remove from service at the next engine shop visit but not to exceed 15,000 CSN.

##### V2527E–A5 and V2530–A5 Turbofan Engines

(g) For V2527E–A5 and V2530–A5 turbofan engines with HPC stage 9–12 disc assemblies, P/N 6A4156 and 6A7547 installed, remove from service as follows:

(1) For HPC stage 9–12 disc assemblies that have accumulated fewer than 9,000 CSN on the effective date of this AD, remove from service before the disc assembly accumulates 11,800 CSN.

(2) For HPC stage 9–12 disc assemblies that have accumulated 9,000 or more CSN but fewer than 11,800 CSN on the effective date of this AD:

(i) If the next engine shop visit will occur before accumulating 11,800 CSN, then remove from service before accumulating 11,800 CSN.

(ii) If the next engine shop visit will occur upon accumulating 11,800 or more CSN, then remove from service at the next engine shop visit but not to exceed 12,000 CSN.

(3) For HPC stage 9–12 disc assemblies that have accumulated 11,800 or more CSN on the effective date of this AD, remove from service at the next engine shop visit but not to exceed 12,000 CSN.

##### V2528–D5 Turbofan Engines

(h) For V2528–D5 turbofan engines with HPC stage 9–12 disc assemblies, P/N 6A4156 and 6A7547 installed, remove from service as follows:

(1) For HPC stage 9–12 disc assemblies that have accumulated fewer than 9,000 CSN on the effective date of this AD, remove from service before the disc assembly accumulates 11,800 CSN.

(2) For HPC stage 9–12 disc assemblies that have accumulated 9,000 or more CSN but fewer than 11,800 CSN on the effective date of this AD:

(i) If the next engine shop visit will occur before accumulating 11,800 CSN, then remove from service before accumulating 11,800 CSN.

(ii) If the next engine shop visit will occur upon accumulating 11,800 or more CSN, then remove from service at the next engine shop visit but not to exceed 13,200 CSN.

(3) For HPC stage 9–12 disc assemblies that have accumulated 11,800 or more CSN on the effective date of this AD, remove from service at the next engine shop visit but not to exceed 13,200 CSN.

##### Definition

(i) For the purpose of this AD, an "engine shop visit" is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

**Alternative Methods of Compliance**

(j) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Related Information**

(k) IAE Alert Service Bulletin No. V2500-ENG-72-A0554, Revision 1, dated June 27, 2008, also pertains to the subject of this AD. Contact International Aero Engines AG, 400 Main Street, East Hartford, CT 06108; telephone: (860) 565-5515; fax: (860) 565-5510, for a copy of this service information.

(l) Contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [mark.riley@faa.gov](mailto:mark.riley@faa.gov); telephone (781) 238-7758; fax (781) 238-7199, for more information about this AD.

Issued in Burlington, Massachusetts, on June 22, 2009.

**Peter A. White,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E9-15250 Filed 6-26-09; 8:45 am]

**BILLING CODE 4910-13-P**

**CONSUMER PRODUCT SAFETY COMMISSION****16 CFR Part 1130****Requirements for Consumer Registration of Durable Infant or Toddler Products**

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** Section 104(d) of the Consumer Product Safety Improvement Act of 2008 ("CPSIA") requires the United States Consumer Product Safety Commission ("Commission") to promulgate a final consumer product safety rule requiring each manufacturer of a durable infant or toddler product to: Provide with each product a postage-paid consumer registration form; keep records of consumers who register such products with the manufacturer; and permanently place the manufacturer name and contact information, model name and number, and the date of manufacture on each such product. The Commission is proposing requirements that would fulfill this statutory direction.

**DATES:** Written comments must be received by September 14, 2009.

**ADDRESSES:** Submit your comments at <http://www.regulations.gov>. Follow the on-line instructions for submitting comments. All comments will be posted as received without change, including

any personal identifiers or contact information.

**FOR FURTHER INFORMATION CONTACT:**

Patricia M. Pollitzer, Office of the General Counsel, Consumer Product Safety Commission, 4330 East West Highway, Bethesda, MD 20814; telephone (301) 504-7634.

**SUPPLEMENTARY INFORMATION:****A. Background****1. The CPSIA**

The Consumer Product Safety Improvement Act of 2008 ("CPSIA", Pub. L. 110-314) was enacted on August 14, 2008. Section 104(d) of the CPSIA requires the U.S. Consumer Product Safety Commission ("Commission") to promulgate a final consumer product safety rule no later than August 14, 2009 that requires manufacturers of durable infant or toddler products to: (1) Provide with each product a postage-paid consumer registration form; (2) keep records of consumers who register such products with the manufacturer; and (3) permanently place the manufacturer name and contact information, model name and number, and the date of manufacture on each such product. The authority for this registration program is section 16(b) of the Consumer Product Safety Act ("CPSA"), which authorizes the Commission to issue a rule requiring manufacturers obtain and maintain records as necessary to implement the CPSA. 15 U.S.C. 2065(b).

Section 104(d)(2) of the CPSIA sets out certain requirements for registration forms and allows the Commission to prescribe the exact text and format for the registration form. Section 104(d)(3) of the CPSIA specifies recordkeeping and notification requirements. The Commission is issuing this notice of proposed rulemaking ("NPR") that would set out the requirements stated in the CPSIA and specify the text and format for the required registration forms.

The CPSIA directs the Commission to assess the registration requirements in the future. Section 104(d)(4) of the CPSIA requires the Commission to conduct a study no later than four years from enactment of the CPSIA on the effectiveness of the consumer registration forms required by the CPSIA and whether to expand registration to other children's products. The Commission is to report its findings to appropriate Congressional committees. Section 104(e) of the CPSIA further requires that the Commission, beginning two years after the Commission has issued a rule implementing the registration requirement, regularly review recall notification technology

and assess the effectiveness of such technology. In addition, within three years of the CPSIA's enactment, and periodically thereafter, the Commission must transmit a report to appropriate Congressional committees on its assessment of such technology. If, based on that assessment, the Commission determines by rule that a recall notification technology is likely to be as effective or more effective facilitating recalls of durable infant and toddler products, the Commission, pursuant to section 104(e)(2) of the CPSIA, shall submit a report on that determination to appropriate Congressional committees and shall permit its use in lieu of registration forms.

**2. Previous Activities Regarding Product Registration**

Before the CPSIA's enactment, the Commission staff studied the possibility of requiring registration for some consumer products. In 2001, the Commission considered issuing an advance notice of proposed rulemaking ("ANPR") concerning the possibility of requiring manufacturers to create and maintain a system for identifying purchasers of certain consumer products in order to notify consumers in the event of a recall. See <http://www.cpsc.gov/library/foia/foia01/brief/purchase.pdf>. The draft ANPR prepared by the staff discussed the possibility that direct consumer notification could increase the effectiveness of recalls. The draft ANPR also discussed characteristics of product registration cards that might increase the likelihood that consumers would return them. Among the characteristics noted were: a standardized format, minimal information on the form, no marketing or personal information, a clear statement that the purpose of the form is for safety recalls, pre-addressed and postage paid forms, a design that draws attention to the form, pre-printed product and model identification information, ample space for the consumer to provide name and address, and attachment of the form to the product. Many of these characteristics are required explicitly in section 104(d) of the CPSIA.

In developing the proposed rule, the staff drew from its experience with the 2001 draft ANPR and subsequent activities considering how to improve recall effectiveness. The Commission also has held numerous public meetings discussing various aspects of recall effectiveness, including product registration. See [http://www.cpsc.gov/businfo/rem\\_sum1.pdf](http://www.cpsc.gov/businfo/rem_sum1.pdf), [http://www.cpsc.gov/businfo/rem\\_sum2.pdf](http://www.cpsc.gov/businfo/rem_sum2.pdf),