

**Benefit of the Rule**

This rule will ensure compliance with the law and the best use of Agency resources.

**Regulatory Flexibility Analysis**

The FSIS Administrator has made a determination that this final rule will not have a significant impact on a substantial number of small entities, as defined by the Regulatory Flexibility Act (5 U.S.C. 601). There are 263 small and 566 very small meat and poultry slaughter establishments. Based on the data and information contained in the cost to industry section of this rule, the fee is, at most, \$4,389 per year for one on-line inspector for an extra 15 minutes (FY 2011 rate). The time required for donning and doffing for small and very small establishments is likely much less than 15 minutes. Furthermore, almost all the very-small establishments will not be affected by this rule because they are on a patrol assignment. Therefore, the impact will not be significant.

**Paperwork Reduction Act**

This final rule has been reviewed under the Paperwork Reduction Act and imposes no new paperwork or recordkeeping requirements.

**Additional Public Notification**

Public awareness of all segments of rulemaking and policy development is important. Consequently, in an effort to ensure that minorities, women, and persons with disabilities are aware of this final rule, FSIS will announce it on-line through the FSIS Web page located at [http://www.fsis.usda.gov/Regulations\\_Policies/2010\\_Final\\_Rules\\_Index/index.asp](http://www.fsis.usda.gov/Regulations_Policies/2010_Final_Rules_Index/index.asp). FSIS will also make copies of this **Federal Register** publication available through the FSIS Constituent Update, which is used to provide information regarding FSIS policies, procedures, regulations, **Federal Register** notices, FSIS public meetings, and other types of information that could affect or will be of interest to constituents and stakeholders. The Update is communicated via Listserv, a free electronic mail subscription service for industry, trade groups, consumer interest groups, health professionals, and other individuals who have asked to be included. The Update is also available on the FSIS Web page. Through the Listserv and Web page, FSIS is able to provide information to a much broader and more diverse audience. In addition, FSIS offers an e-mail subscription service which provides automatic and customized access to selected food safety news and information. This service is available at

[http://www.fsis.usda.gov/news\\_and\\_events/email\\_subscription/](http://www.fsis.usda.gov/news_and_events/email_subscription/). Options range from recalls to export information to regulations, directives and notices. Customers can add or delete subscriptions themselves, and have the option to password protect their accounts.

**List of Subjects**

9 CFR Part 307

Facilities for inspection.

9 CFR Part 381

Poultry products inspection regulations.

9 CFR Part 590

Inspection of eggs and egg products (egg products inspection act).

For the reasons discussed in the preamble, FSIS is amending 9 CFR Chapter III as follows:

**PART 307—FACILITIES FOR INSPECTION**

■ 1. The authority citation for part 307 continues to read as follows:

**Authority:** 7 U.S.C. 394; 21 U.S.C. 601–695; 7 CFR 2.17, 2.55.

■ 2. In § 307.4(c), revise the second sentence to read as follows:

**§ 307.4 Schedule of operations.**

\* \* \* \* \*

(c) \* \* \* The basic workweek shall consist of 5 consecutive 8-hour days within the administrative workweek Sunday through Saturday, and shall include the time for FSIS inspection program personnel to put on required gear and to walk to a work station, and the time for FSIS inspection program personnel to return from a work station and remove required gear, excluding the lunch period; except that, when possible, the Department shall schedule the basic workweek so as to consist of 5 consecutive 8-hour days Monday through Friday, and shall include the time for FSIS inspection program personnel to put on required gear and to walk to a work station, and the time for FSIS inspection program personnel to return from a work station and remove required gear, excluding the lunch period. \* \* \*

\* \* \* \* \*

**PART 381—POULTRY PRODUCTS INSPECTION REGULATIONS**

■ 3. The authority citation for part 381 continues to read as follows:

**Authority:** 7 U.S.C. 138f, 450; 21 U.S.C. 451–470; 7 CFR 2.7, 2.18, 2.53.

■ 4. In § 381.37(c), revise the second sentence to read as follows:

**§ 381.37 Schedule of operations.**

\* \* \* \* \*

(c) \* \* \* The basic workweek shall consist of 5 consecutive 8-hour days within the administrative workweek Sunday through Saturday, and shall include the time for FSIS inspection program personnel to put on required gear and to walk to a work station, and the time for FSIS inspection program personnel to return from a work station and remove required gear, excluding the lunch period; except that, when possible, the Department shall schedule the basic workweek so as to consist of 5 consecutive 8-hour days Monday through Friday, and shall include the time for FSIS inspection program personnel to put on required gear and to walk to a work station, and the time for FSIS inspection program personnel to return from a work station and remove required gear, excluding the lunch period. \* \* \*

\* \* \* \* \*

**PART 590—INSPECTION OF EGGS AND EGG PRODUCTS (EGG PRODUCTS INSPECTION ACT)**

■ 5. The authority citation for part 590 continues to read as follows:

**Authority:** 21 U.S.C. 1031–1056.

**§ 590.124 [Amended]**

■ 6. In § 590.124, in the second sentence, after the word “day”, add the phrase “and shall include the time for FSIS inspection program personnel to put on required gear and to walk to a work station, and the time for FSIS inspection program personnel to return from a work station and remove required gear”.

Done at Washington, DC, on: June 7, 2011.

**Alfred V. Almanza,**  
*Administrator.*

[FR Doc. 2011–14442 Filed 6–9–11; 8:45 am]

**BILLING CODE 3410-DM-P**

**SMALL BUSINESS ADMINISTRATION**

**13 CFR Part 124**

[Docket No. SBA–2011–0013]

**8(a) Business Development Program Regulation Changes; Tribal Consultation**

**AGENCY:** U.S. Small Business Administration (SBA).

**ACTION:** Notice; correction.

**SUMMARY:** The Small Business Administration (SBA) published a

document in the **Federal Register** on Friday, May 13, 2011, concerning 8(a) Business Development Program Regulation Changes; Tribal Consultation. SBA announced holding tribal consultation meetings to discuss the recent changes to the 8(a) BD program regulations, specifically to take comments on the mandatory reporting of community benefits provision scheduled to take effect on September 9, 2011.

**FOR FURTHER INFORMATION CONTACT:** LaTanya Wright, Senior Advisor, Office of Business Development, 409 Third Street, SW., Washington, DC 20416, at (202) 205-5852, Fax (202) 205-6139, or e-mail: [latanya.wright@sba.gov](mailto:latanya.wright@sba.gov).

**SUPPLEMENTARY INFORMATION:**

**Correction**

In the **Federal Register** of May 13, 2011, in FR Doc. 2011-11172, on page 27859, in the third column, correct item 2 in the **ADDRESSES** section to read:

2. The Anchorage Tribal Consultation address is the Anchorage Marriott Downtown, 820 West 7th Avenue, Anchorage, AK 99501.

Dated: June 1, 2011.

**LeAnn C. Delaney,**

*Acting Associate Administrator for Business Development.*

[FR Doc. 2011-14156 Filed 6-9-11; 8:45 am]

**BILLING CODE 8025-01-P**

---

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 33**

[Docket No. NE130; Special Conditions No. 33-008-SCI]

**Special Conditions: Pratt and Whitney Canada Model PW210S Turboshaft Engine**

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

**ACTION:** Final special conditions.

**SUMMARY:** These special conditions are issued for Pratt and Whitney Canada (PWC) model PW210S engines. The engine model will have a novel or unusual design feature which is engine operation in auxiliary power unit (APU) mode. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the added safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** The effective date of these special conditions is July 11, 2011.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this rule contact Marc Bouthillier, ANE-111, Engine and Propeller Directorate, Aircraft Certification Service, 12 New England Executive Park, Burlington, Massachusetts 01803-5299; telephone (781) 238-7120; facsimile (781) 238-7199; e-mail [marc.bouthillier@faa.gov](mailto:marc.bouthillier@faa.gov). For legal questions concerning this rule contact Vincent Bennett, ANE-7 Engine and Propeller Directorate, Aircraft Certification Service, 12 New England Executive Park, Burlington, Massachusetts 01803-5299; telephone (781) 238-7044; facsimile (781) 238-7055; e-mail [vincent.bennett@faa.gov](mailto:vincent.bennett@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

On December 5, 2005, PWC applied for type certification for a new model PW210S turboshaft engine. This engine consists of a two stage compressor driven by a single stage uncooled turbine, and a two stage free power turbine driving a two stage reduction gearbox. The control system includes a dual channel full authority digital electronic control.

The engine will incorporate a novel or unusual design feature, which is engine operation in auxiliary power unit (APU) mode.

The applicable airworthiness standards do not contain adequate or appropriate airworthiness standards to address this design feature.

These special conditions contain the additional airworthiness standards necessary to establish a level of safety equivalent to the level that would result from compliance with the applicable standards of airworthiness in effect on the date of application.

**Type Certification Basis**

Under the provisions of 14 CFR 21.17(a) and 21.101(a), PWC must show that the model PW210S turboshaft engine meets the provisions of the applicable regulations in effect on the date of application, unless otherwise specified by the FAA. The application date is December 5, 2005, which corresponds to 14 CFR part 33 Amendment 20. However, PWC has elected to demonstrate compliance to later amendments of part 33 for this model. Therefore, the certification basis for the PW210S model turboshaft engine will be part 33, effective February 1, 1965, amended by Amendments 33-1 through 33-24.

The FAA has determined that the applicable airworthiness regulations in

part 33, Amendments 1-24 inclusive, do not contain adequate or appropriate safety standards for the model PW210 turboshaft engine, because of a novel or unusual rating. Therefore, special conditions are prescribed under the provisions of 14 CFR 11.19 and 14 CFR 21.16.

The FAA issues special conditions, as defined by 14 CFR 11.19, in accordance with 14 CFR 11.38, which become part of the type certification basis in accordance with § 21.17(b)(2).

Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include another related model that incorporates the same or similar novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate the same or similar novel or unusual design feature, the special conditions would also apply to the other model.

**Novel or Unusual Design Features**

The PWC PW210S turbo shaft engine will incorporate a novel or unusual design feature which is engine operation in auxiliary power unit (APU) mode. This design feature is considered to be novel and unusual relative to the part 33 airworthiness standards.

**Discussion of Comments**

Notice of proposed special conditions, Notice No. 33-10-01-SC for the PW210S engine model was published on February 14, 2011 (76 FR 8321). One comment letter was received.

The commenter stated that the part 1 definition included in the special condition may not be necessary, or may require clarification. The FAA does not agree. The definition is necessary to explain the engine function to which these special conditions apply, and the term is used within the rule itself. However, to improve clarity, each of the special condition subsections now includes a reference to APU mode operation.

The commenter stated that the 400 cycle dynamic braking test is inappropriate for this engine certification program, that engine dynamics will be difficult to simulate in a test stand, and that an engine test of this type would be better addressed as part of part 29 rotorcraft certification testing. The FAA does not agree. This test is the same as conducted for turbopropeller engines under § 33.96 and is applicable to turboshaft engines as well. We do not believe it is impractical to reasonably simulate the braking action input into the engine