2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and

3. 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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

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 the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

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:

2010–02–09 Airbus: Amendment 39–16180. Docket No. FAA–2009–0713; Directorate Identifier 2007–NM–303–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 2, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Airbus Model A318 series airplanes; certificated in any category.

Subject

(d) Air Transport Association (ATA) of America Code 27: Flight Controls.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

Some operators have reported airframe vibration under specific flight conditions including gusts.

Investigations have revealed that under such conditions, vibrations may occur when the hinge moment of the elevator is close to zero, associated to elevator free-play.

* * * * *

The unsafe condition is excessive vibration of the elevators, which could result in reduced structural integrity and reduced controllability of the airplane. The corrective action includes inspecting the elevators for excessive freeplay, and repairing the elevator or servo controls, if necessary.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) At the later of the times specified in paragraphs (f)(1)(i) and (f)(1)(ii) of this AD, inspect the elevators for excessive freeplay, using a load application tool and a spring scale assembly, in accordance with a method approved by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent). Repeat the inspection at intervals not to exceed 20 months.

Note 1: Guidance on the inspection procedures can be found in Task 27–34–00–200–001 of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual (AMM).

(i) Within 20 months since the date of issuance of the original French, German, or EASA airworthiness certificate or the date of issuance of the original French, German, or EASA export certificate of airworthiness, or within 3 months after the effective date of this AD, whichever occurs later.

(ii) Within 20 months since the last inspection of the elevators for excessive freeplay performed in accordance with Task 27–34–00–200–001 of the Airbus A318/A319/A320/A321 AMM.

(2) If any inspection required by paragraph (f)(1) of this AD indicates that the freeplay in the elevator exceeds 7 millimeters, before further flight, repair the elevator or servo controls in accordance with a method approved by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or the EASA (or its delegated agent).

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

(1) The EASA AD applies to Airbus Model A318, A319, A320, and A321 series airplanes, but the FAA AD applies only to Airbus Model A318 series airplanes. The actions required by the EASA AD for Airbus Model A319, A320, and A321 series airplanes are addressed in FAA AD 2001–16–09, Amendment 39–12377; and FAA AD 2005–22–10 R1, Amendment 39–14354.

(2) This FAA AD does not require modification of the elevator neutral setting as specified in paragraph 2. of the EASA AD because this modification is already part of the FAA-approved type design for Airbus Model A318 series airplanes.

(3) This FAA AD does not require a detailed inspection to determine the position of each tail cone triangle as specified in paragraph 3. of the EASA AD because that action was already accomplished on all Airbus Model A318 series airplanes during production.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tim Dulin, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–2141; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120–0056.

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2007–0163, dated June 11, 2007, for related information.

Material Incorporated by Reference

(i) None.

Issued in Renton, Washington, on January 14, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–1290 Filed 1–25–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2009–0326; Airspace Docket 09–ASO–15]

Establishment of Class D and Class E Airspace, Modification of Class E Airspace; Ocala, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule, confirmation of effective date; correction.

SUMMARY: This action confirms the effective date of a direct final rule published in the **Federal Register** June 24, 2009, that establishes Class D airspace, Class E surface airspace as an extension of the Class D airspace, and modifies the existing Class E airspace at Ocala International Airport-Jim Taylor Field, Ocala, FL. This action also makes a minor correction to the existing Class E airport description.

DATES: *Effective Date:* 0901 UTC, January 26, 2010.

FOR FURTHER INFORMATION CONTACT: Melinda Giddens, Operations Support, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5610.

SUPPLEMENTARY INFORMATION:

History

The rule establishing Class D and E airspace and modifying Class E airspace for Ocala International Airport—Jim Taylor Field, Ocala, FL, published in the **Federal Register** June 24, 2009 (74 FR 29939), became effective August 27, 2009. Subsequent to the effective date of the rule, the FAA found that the radius in the Class E5 description for Ocala International Airport—Jim Taylor Field was stated incorrectly. This action corrects that error.

Confirmation of Effective Date

The FAA published this direct final rule with a request for comments establishing and modifying Class D and E airspace, Ocala, FL in the **Federal Register** on June 24, 2009 (74 FR 29939), Docket No. FAA–2009–0326; Airspace Docket 09–ASO–15. The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on August 27, 2009. No adverse comments were received, and thus this notice confirms that effective date. With the exception of the changes described above, this rule is the same as that published in the **Federal Register** as a direct final rule.

Technical Amendment

■ Accordingly, pursuant to the authority delegated to me, the reference to FAA Order 7400.9 for FR Doc. E9–14821, FAA Airspace Docket No. 09–ASO–15, as published in the **Federal Register** June 24, 2009 (74 FR 29939), is corrected as follows:

■ On page 29940, column two, line 46, amend the language to read:

§ 71.1 [Amended]

* * * * *

"* * * feet above the surface within a 8.9-mile"

* * * * *

Issued in College Park, Georgia, on January 13, 2010.

Barry A. Knight,

Acting Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2010–1379 Filed 1–25–10; 8:45 am]

BILLING CODE 4910–13–P

FEDERAL TRADE COMMISSION

16 CFR Part 432

Trade Regulation Rule Relating to Power Output Claims for Amplifiers Utilized in Home Entertainment Products

AGENCY: Federal Trade Commission.

ACTION: Confirmation of Rule.

SUMMARY: The Federal Trade Commission ("FTC" or "Commission") has completed its regulatory review of its Trade Regulation Rule Relating to Power Output Claims for Amplifiers Utilized in Home Entertainment Products ("Amplifier Rule" or "Rule"), as part of the Commission's systematic review of all current Commission regulations and guides, and has determined to retain the Rule in its current form. The Commission also takes this opportunity to issue guidance concerning the testing requirements under the Rule for measuring power ratings of multichannel amplifiers.

DATES: This action is effective as of January 26, 2010.

ADDRESSES: Requests for copies of this notice should be sent to: Public Reference Branch, Room 130, Federal Trade Commission, 600 Pennsylvania Ave., NW, Washington, DC 20580. The notice also is available on the Internet at the Commission's website, (*http://www.ftc.gov*).

FOR FURTHER INFORMATION CONTACT: Jock Chung, (202) 326-2984, Attorney, Division of Enforcement, Bureau of Consumer Protection, Federal Trade Commission, Washington, DC 20580.

SUPPLEMENTARY INFORMATION:

I. Introduction

The Commission, as part of its oversight responsibilities, reviews its rules and guides periodically to seek information about their costs and benefits, as well as their regulatory and economic impact. The information obtained assists the Commission in identifying rules and guides that warrant modification or rescission.

On February 27, 2008, the Commission sought comment about the Amplifier Rule, including comments regarding whether there was a continuing need for the Rule, the impact of the Rule on the flow of truthful information to consumers, suggested modifications to the Rule, and the costs and benefits associated with the Rule. The Commission also sought specific comments concerning whether the Rule should be amended to address testing requirements for determining the power ratings for multichannel amplifiers.

The Commission has reviewed the comments, and concludes that the Rule continues to benefit consumers and should be retained. The Commission also has determined that the evidence does not indicate widespread deceptive or unfair practices that would justify any amendments to the Rule, including amendments to the testing procedures for multichannel amplifiers.

II. Background

In response to misleading or confusing power distortion and other performance claims, the Commission promulgated the Amplifier Rule in 1974 to assist consumers who purchase power amplification equipment. The Rule standardized the measurement and disclosure of various performance characteristics of power amplification equipment intended for home entertainment purposes. 39 FR 15387 (May 3, 1974).

In particular, the Rule requires that manufacturers fully drive all "associated" channels to the rated per channel power when measuring the power output of sound amplification equipment that is designed to amplify two or more channels simultaneously. At the time the Commission established the Rule, the only equipment subject to this requirement was stereo amplifiers, and thus the Rule required manufacturers to fully drive both "associated" channels of such amplifiers when measuring power output.

Technological developments have changed the market for sound power amplification equipment since the Commission issued the Amplifier Rule. For example, improvements in amplifier design have enabled manufactures to