

analysis describing the impact of the final rule on small entities. Neither an IRFA nor FRFA is required, however, if the rule is issued under the APA provision allowing the agency to forego notice and comment rulemaking for good cause. Therefore, the FDIC has not prepared either an IRFA or an FRFA in connection with this final rule. Nevertheless, the FDIC notes that the final rule does not impose any burden on small banking entities as it only makes technical corrections to already existing requirements.

B. Paperwork Reduction Act

In accordance with the requirements of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3521), the FDIC may not conduct or sponsor, and a respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The FDIC reviewed the rule and determined that it does not create any new, or revise any existing, collection of information under section 3504(h) of the Paperwork Reduction Act of 1980. Consequently, no information collection request will be submitted to the OMB for review.

C. Small Business Regulatory Enforcement Fairness Act

The Office of Management and Budget has determined that the final rule is not a “major rule” within the meaning of the Small Business Regulatory Enforcement Fairness Act of 1996 (Title II, Pub. L. 104–121).

D. The Treasury and General Government Appropriations Act, 1999—Assessment of Federal Regulations and Policies on Families

The FDIC has determined that the final rule will not affect family well-being within the meaning of section 654 of the Treasury and General Government Appropriations Act, enacted as part of the Omnibus Consolidated and Emergency Supplemental Appropriations Act of 1999 (Pub. L. 105–277, 112 Stat. 2681).

E. Plain Language

Section 722 of the Gramm-Leach-Bliley Act requires the federal banking agencies to use plain language in all final rules published after January 1, 2000. The FDIC has sought to present the final rule in a simple and straightforward manner.

F. Riegle Community Development and Regulatory Improvement Act of 1994

Under the Riegle Community Development and Regulatory

Improvement Act of 1994, 12 U.S.C. 4802, (RCDRIA), there is a requirement that “[n]ew regulations and amendments to regulations prescribed by a Federal banking agency which impose additional reporting, disclosures, or other new requirements on insured depository institutions shall take effect on the first day of a calendar quarter which begins on or after the date on which the regulations are published in final form” absent a good cause determination by the agency.⁴ The final rule imposes no additional reporting, disclosure, or other new requirements on insured depository institutions and therefore is not subject to the effective date requirement in RCDRIA.

List of Subjects

12 CFR Part 303

Administrative practice and procedure, Bank deposit insurance, Banks, banking, Reporting and recordkeeping requirements, Savings associations.

12 CFR Part 348

Banks, banking, Savings associations.

For the reasons stated in the preamble, the Federal Deposit Insurance Corporation amends 12 CFR parts 303 and 348 as follows:

PART 303—FILING PROCEDURES

- 1. The authority citation for part 303 continues to read as follows:

Authority: 12 U.S.C. 378, 1464, 1813, 1815, 1817, 1818, 1819(a), (Seventh and Tenth), 1820, 1823, 1828, 1831a, 1831e, 1831o, 1831p–1, 1831w, 1835a, 1843(1), 3104, 3105, 3108, 3207, 5414; 15 U.S.C. 1601–1607.

- 2. In § 303.249, paragraph (c)(3) is revised to read as follows:

§ 303.249 Management official interlocks.

* * * * *

(c) * * *

(3) If the applicant is seeking an exemption set forth in § 348.6 of this chapter, a description of the particular exemption which is being requested and a statement of reasons as to why the exemption is applicable.

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PART 348—MANAGEMENT OFFICIAL INTERLOCKS

- 3. The authority citation for part 348 continues to read as follows:

Authority: 12 U.S.C. 1823(k), 3207.

- 4. In § 348.4, paragraph (i)(3) is revised to read as follows:

§ 348.4 Interlocking relationships permitted by statute.

* * * * *

(i) * * *

(3) The FDIC may require that any interlock permitted under this paragraph (i) be terminated if a change in circumstances occurs with respect to one of the interlocked depository organizations that would have provided a basis for disapproval of the interlock during the notice period.

* * * * *

Dated at Washington, DC, on December 18, 2018.

By order of the Board of Directors.

Valerie Best,

Assistant Executive Secretary.

[FR Doc. 2019–01193 Filed 2–7–19; 8:45 am]

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FARM CREDIT ADMINISTRATION

12 CFR Parts 652

RIN 3052–AC86

Organization; Funding and Fiscal Affairs, Loan Policies and Operations, and Funding Operations; Farmer Mac Investment Eligibility

AGENCY: Farm Credit Administration.

ACTION: Notification of effective date.

SUMMARY: The Farm Credit Administration (FCA or we) issued a final rule adopting amendments to regulations governing the eligibility of non-program investments held by the Federal Agricultural Mortgage Corporation (Farmer Mac) to remove references to, and requirements relating to, credit ratings in compliance with section 939A of the Dodd-Frank Wall Street Reform and Consumer Protection Act. In accordance with law, the effective date of the rule is no earlier than 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session.

DATES: The regulation amending 12 CFR part 652 published on November 2, 2018 (83 FR 55093), is effective on February 8, 2019.

FOR FURTHER INFORMATION CONTACT:

Technical information: Joseph Connor, Associate Director for Policy and Analysis, Office of Secondary Market Oversight, (703) 883–4364, TTY (703) 883–4056, connorj@fca.gov.

Legal information: Laura McFarland, Senior Counsel, Office of General Counsel, (703) 883–4020, TTY (703) 883–4056, mcfarlandl@fca.gov.

SUPPLEMENTARY INFORMATION: On November 2, 2018, FCA issued a final

⁴ 12 U.S.C. 4802(b).

rule adopting amendments to regulations governing the eligibility of non-program investments held by Farmer Mac to remove references to, and requirements relating to, credit ratings. The final rule also revised investment concentration limits and removed both the fixed asset class limits and the related table of eligible asset classes. In accordance with 12 U.S.C. 2252(c)(1), the effective date of the rule is no earlier than 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is February 8, 2019.

Dated: January 31, 2019.

Dale L. Aultman,

Secretary, Farm Credit Administration Board.

[FR Doc. 2019-01072 Filed 2-7-19; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2018-0635; Product Identifier 2017-NM-183-AD; Amendment 39-19490; AD 2018-23-04]

RIN 2120-AA64

Airworthiness Directives; Bombardier, Inc., Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model DHC-8-102, -103, and -106 airplanes; Model DHC-8-200 series airplanes; and Model DHC-8-300 series airplanes. This AD was prompted by a report that a certain modification to the auto relight system is incompatible with a certain beta lockout system modification and could result in de-activation of the auto ignition feature of the No. 2 engine. This AD requires an inspection of the auto ignition system and applicable rectification. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective March 15, 2019.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 15, 2019.

ADDRESSES: For service information identified in this final rule, contact

Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd.qseries@aero.bombardier.com; internet <http://www.bombardier.com>. You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0635.

Examining the AD Docket

You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0635; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The address for Docket Operations (phone: 800-647-5527) is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Joe Catanzaro, Aerospace Engineer, Airframe and Propulsion Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7366; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Bombardier, Inc., Model DHC-8-102, -103, and -106 airplanes; Model DHC-8-200 series airplanes; and Model DHC-8-300 series airplanes. The NPRM published in the **Federal Register** on July 23, 2018 (83 FR 34800). The NPRM was prompted by a report that a certain modification to the auto relight system is incompatible with a certain beta lockout system modification and could result in de-activation of the auto ignition feature of the No. 2 engine. The NPRM proposed to require an inspection of the auto ignition system and applicable rectification. We are issuing this AD to address unintentional de-activation of the auto ignition feature of the No. 2 engine when the beta lockout system is activated, which

could result in an uncommanded in-flight shutdown of the No. 2 engine.

Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued Canadian AD CF-2017-21R1, dated June 28, 2017 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Bombardier, Inc., Model DHC-8-102, -103, and -106 airplanes; Model DHC-8-200 series airplanes; and Model DHC-8-300 series airplanes. The MCAI states:

During the incorporation of the Auto Relight modification per Bombardier SB [Service Bulletin] 8-74-02 on an aeroplane with a Beta Lockout System (BLS) installed, it was noticed that if SB 8-74-02 is incorporated in conjunction with, or after the incorporation of BLS SB 8-76-35 ([Canadian] AD CF-2013-15) or SB 8-76-24 (FAA AD 2000-02-13 [Amendment 39-11531 (65 FR 4095, January 26, 2000)]), the #2 engine auto ignition function of the beta lockout system will not be available when the beta lockout system is activated. This condition, if not corrected, may result in a #2 engine uncommanded in-flight shut down.

To preclude any future occurrence of the noted deficiency, Bombardier has issued SB 8-74-02 Revision B to highlight its incompatibility with post SB 8-76-35 or 8-76-24 BLS compliant aeroplanes. In addition, Bombardier issued a new SB, 8-74-06 for Auto Relight System modification that can be incorporated in conjunction with or on those aeroplanes that were previously modified per SB 8-76-35 or 8-76-24.

To address this potentially unsafe condition, Bombardier has also issued SB 8-74-07 to inspect and rectify the system wiring on affected aeroplanes.

The original version of this [Canadian] AD was issued to mandate compliance with the SB 8-74-07 requirements.

Revision 1 of this [Canadian] AD is issued to clarify the Applicability section and correct a typographic error in the SB number referenced in the Corrective Action section of the original [Canadian] AD.

You may examine the MCAI in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0635.

Comments

We gave the public the opportunity to participate in developing this final rule. We have considered the comment received. The Air Line Pilots Association, International (ALPA) indicated its support for the NPRM.

Conclusion

We reviewed the relevant data, considered the comment received, and determined that air safety and the public interest require adopting this final rule as proposed, except for minor