http://www.nrc.gov/NRC/reading-rm/adams.html. From this site, the public can gain entry into the NRC's Agencywide Document Access and Management System (ADAMS), which provides text and image files of NRC's public documents. If you do not have access to ADAMS or if there are problems in accessing the documents located in ADAMS, contact the NRC's PDR Reference staff at (800) 397–4209, (301) 415–4737, or by e-mail to *pdr@nrc.gov.*

FOR FURTHER INFORMATION CONTACT: Stewart Schneider, Office of Nuclear Reactor Regulation, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001; telephone (301) 415–4123; e-mail *sxs4@nrc.gov.*

SUPPLEMENTARY INFORMATION: The Nuclear Regulatory Commission published a final rule amending regulations that would become effective January 3, 2008. The final rule, published December 4, 2007 (72 FR 68043) related to the reporting of annual dose to workers, the definition of Total Effective Dose Equivalent (TEDE), the labeling of certain containers holding licensed material, and the determination of cumulative occupational radiation dose. This final rule limits the routine reporting of annual doses to those workers whose annual dose exceeds a specific dose threshold or who request a report. The rule also modifies the labeling requirements for certain containers holding licensed material within posted areas in nuclear power facilities, and will amend the definition of TEDE to be consistent with current Commission policy. Finally, this rule removes the requirement that licensees attempt to obtain cumulative exposure records for workers unless these individuals are being authorized to receive a planned special exposure. These revisions reduce the administrative and information collection burdens on NRC and Agreement State licensees without affecting the level of protection for either the health and safety of workers and the public, or for the environment.

This final rule amends information collection requirements contained in 10 CFR parts 19, 20, and 50, and NRC Form 4 that are subject to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.). These information collection requirements were sent for approval to the Office of Management and Budget on November 28, 2007. The effective date of this final rule was deferred to allow sufficient time for OMB to complete its review of the information collections requirements imposed in this rule. Because the rule will reduce the burden for existing information collection requirements, the public burden for the information collections in 10 CFR parts 19 and NRC Form 4 is expected to be decreased by 235 and 44 hours per licensee, respectively. This reduction includes the time required for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the information collection. The NRC has received final approval for these amended requirements by the Office of Management and Budget, approval number(s) 3150–0044, 3150–0014, 3150–0011, and 3150–0005.

Dated at Rockville, Maryland, this 8th day of February, 2008.

For the Nuclear Regulatory Commission.

Michael T. Lesar,

Chief, Rulemaking, Directives and Editing Branch, Division of Administrative Services, Office of Administration.

[FR Doc. E8–2801 Filed 2–13–08; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket Nos. FAA–2007–0410, FAA–2007–0411, and FAA–2007–0412; Directorate Identifiers 2007–NM–338–AD, 2007–NM–291–AD, and 2007–NM–290–AD; Amendments 39–15325, 39–15326, 39–15327; ADs 2008–01–02, 2004–07–22 R1, and 90–25–05 R1]

RIN 2120–AA64

Airworthiness Directives; Viking Air Limited Model (Caribou) DHC–4 and (Caribou) DHC–4A Airplanes; and Boeing Model 747–100, 747–100B, 747–100B SUD, 747–200B, 747–200C, 747–200F, 747–300, 747–400, 747–400D, 747–400F, 747SR, and 747SP Series Airplanes

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

ACTION: Final rule; corrections.

SUMMARY: The FAA is correcting typographical errors in three existing airworthiness directives (ADs) that were published in the **Federal Register** on January 8, 2008 (73 FR 1269); January 7, 2008 (73 FR 1052); and January 7, 2008 (73 FR 1055). The errors resulted in incorrect docket numbers. One AD applies to all Viking Air Limited Model (Caribou) DHC–4 and (Caribou) DHC–4A airplanes. The other two ADs apply to all Boeing Model 747–100, 747–100B, 747–100B SUD, 747–200B, 747–200C, 747–200F, 747–300, 747–400, 747–400D, 747–400F, 747SR, and 747SP series airplanes. The Viking Air AD requires doing a fluorescent penetrant inspection for cracking of certain upper engine mount bracket assemblies, and corrective actions if necessary. One of the Boeing ADs requires revising the FAA-approved maintenance inspection program to include inspections that will give no less than the required damage tolerance rating for each structural significant item, and repair of cracked structure. The other Boeing AD requires implementing a corrosion prevention and control program.

DATES: AD 2008–01–02 is effective January 23, 2008. ADs 2004–07–22 R1 and 90–25–05 R1 are effective January 22, 2008.

ADDRESSES: You may examine the AD dockets 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 dockets contain this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800–647–5527) is the Document Management Facility, 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 ON AD 2008–01–02, CONTACT: George Duckett, Aerospace Engineer, Airframe and Propulsion Branch, ANE–171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228–7325; fax (516) 794–5531.

FOR FURTHER INFORMATION ON ADS 2004–07–22 R1 AND 90–25–05 R1, CONTACT: Ivan Li, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 917–6437; fax (425) 917–6590.

SUPPLEMENTARY INFORMATION: We have issued the ADs identified in the following table.

AFFECTED ADS

AD—	Affects—	And requires—
2008–01–02, amendment 39–15325 (73 FR 1269, January 8, 2008), issued December 20, 2007.	All Viking Air Limited Model (Caribou) DHC–4 and (Caribou) DHC–4A airplanes.	A fluorescent penetrant inspection (FPI) for cracking of certain upper engine mount bracket assemblies, and corrective actions if necessary.
2004–07–22 R1, amendment 39–15326 (73 FR 1052, January 7, 2008), issued December 26, 2007.	All Boeing Model 747–100, 747–100B, 747–100B SUD, 747–200B, 747–200C, 747–200F, 747–300, 747–400, 747–400D, 747–400F, 747SR, and 747SP series airplanes.	Revising the FAA-approved maintenance inspection program to include inspections that will give no less than the required damage tolerance rating for each structural significant item, and repair of cracked structure.
90–25–05 R1, amendment 39–15327 (73 FR 1055, January 7, 2008), issued December 26, 2007.	All Boeing Model 747–100, 747–100B, 747–100B SUD, 747–200B, 747–200C, 747–200F, 747–300, 747–400, 747–400D, 747–400F, 747SR, and 747SP series airplanes.	Implementing a corrosion prevention and control program. (That AD revised an earlier AD by removing future type-certificated models from the applicability.)

As published, those ADs specify incorrect docket numbers throughout the preamble and regulatory text. Docket numbers are assigned by the Federal Document Management System. We have been informed that incorrect docket numbers were assigned. The correct docket information is provided in the following table.

CORRECTED AD DOCKET NUMBERS

AD No.	Original Docket No.	Corrected Docket No.
AD 2008–01–02	FAA–2008–0410	FAA–2007–0410
2004–07–22 R1	FAA–2008–0411	FAA–2007–0411
AD 90–25–05 R1	FAA–2008–0412	FAA–2007–0412

Any commenter who submitted comments to an original, incorrect docket number should check Docket No. FAA–2007–0410, FAA–2007–0411, or FAA 2007–0412 on *www.regulations.gov* to determine whether the comments have been received and filed in the appropriate docket. If not, or if it is not possible to determine whether comments have been posted to the correct docket, the comments should be resubmitted using the correct docket number.

No other part of the preamble or regulatory information has been changed; therefore, the final rule is not republished in the **Federal Register**.

The effective date of AD 2008–01–02 remains January 23, 2008. The effective date of AD 2004–07–22 R1 remains January 22, 2008. The effective date of AD 90–25–05 R1 remains January 22, 2008.

Correction

In the **Federal Register** of January 8, 2008, on page 1269, in the third column, the headings section of AD 2008–01–02 is corrected to read as follows:

''*[Docket No. FAA–2007–0410; Directorate Identifier 2007–NM–338–AD; Amendment 39–15325; AD 2008–01–02]*''

In the **Federal Register** of January 7, 2008, on page 1052, in the first column, the headings section of AD 2004–07–22 R1 is corrected to read as follows:

''*[Docket No. FAA–2007–0411; Directorate Identifier 2007–NM–291–AD; Amendment 39–15326; AD 2004–07–22 R1]*''

In the **Federal Register** of January 7, 2008, on page 1055, in the second column, the headings section of AD 90–25–05 R1 is corrected to read as follows:

''*[Docket No. FAA–2007–0412; Directorate Identifier 2007–NM–290–AD; Amendment 39–15327; AD 90–25–05 R1]*''

In the **Federal Register** of January 8, 2008, on page 1270, in the second and third columns, the Supplemental Information section of Docket No. FAA–2008–0410, Directorate Identifier 2007–NM–338–AD, is corrected to read as follows:

''* * * Include ''Docket No. FAA–2007–0410; Directorate Identifier 2007–NM–338–AD'' at the beginning of your comments. * * *

In the **Federal Register** of January 7, 2008, on page 1053, in the second column, the Supplemental Information section of Docket No. FAA–2008–0411, Directorate Identifier 2007–NM–291–AD, is corrected to read as follows:

''* * * Include ''Docket No. FAA–2007–0411; Directorate Identifier 2007–NM–291–AD'' at the beginning of your comments. * * *

In the **Federal Register** of January 7, 2008, on page 1056, in the third column, the Supplemental Information section of Docket No. FAA–2008–0412, Directorate Identifier 2007–NM–290–AD, is corrected to read as follows:

''* * * Include ''Docket No. FAA–2007–0412; Directorate Identifier 2007–NM–290–AD'' at the beginning of your comments. * * *

§ 39.13 [Corrected]

■ In the **Federal Register** of January 8, 2008, on page 1271, in the first column, paragraph 2. of PART 39—AIRWORTHINESS DIRECTIVES of AD 2008–01–02 is corrected to read as follows:

* * * * *

2008–01–02 Viking Air Limited (Formerly Bombardier, Inc.): Amendment 39–15325. Docket No. FAA–2007–0410; Directorate Identifier 2007–NM–338–AD.

* * * * *

In the **Federal Register** of January 7, 2008, on page 1053, in the third column, paragraph 2. of PART 39–AIRWORTHINESS DIRECTIVES of AD 2004–07–22 R1 is corrected to read as follows:

* * * * *

2004–07–22 R1 Boeing: Amendment 39–15326. Docket No. FAA–2007–0411; Directorate Identifier 2007–NM–291–AD.

* * * * *

■ In the **Federal Register** of January 7, 2008, on page 1057, in the first column, paragraph 2. of PART 39–AIRWORTHINESS DIRECTIVES of AD 90–25–05 R1 is corrected to read as follows:

* * * * *

90–25–05 R1 Boeing: Amendment 39–15327. Docket No. FAA–2007–0412; Directorate Identifier 2007–NM–290–AD.

* * * * *

Issued in Renton, Washington, on February 7, 2008.

Kevin Hull,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–2623 Filed 2–13–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2007–0183; Directorate Identifier 2007–NM–146–AD; Amendment 39–15376; AD 2008–04–04]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model DHC–8–400 Series Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This 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:

There has been a reported case of failure of a bracket (P/N 85217732–108) of the over-centering spring assembly inside the translating door of the forward baggage compartment. * * * Failure of the bracket caused the eyebolt at the bottom of the spring assembly to become loose, resulted in damage of the support beam during normal door handle movement. Damage of the support beam, which is dormant, in combination with failure of a doorstop attached to any remaining undamaged support beam will degrade the structural integrity of the door, resulting in possible depressurization or loss of the door.

We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective March 20, 2008.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of March 20, 2008.

ADDRESSES: You may examine the AD docket on the Internet at *http://www.regulations.gov* or in person at the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Pong K. Lee, Aerospace Engineer, Airframe and Propulsion Branch, ANE–171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228–7324; fax (516) 794–5531.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on November 13, 2007 (72 FR 63827). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

There has been a reported case of failure of a bracket (P/N 85217732–108) of the over-centering spring assembly inside the translating door of the forward baggage compartment. This condition can exist on other translating doors on the aircraft. Investigation concluded that an insufficient gap between the bottom eyebolt and the barrel of the spring assembly caused an increase of tension load on the bracket and resulted in subsequent failure of the bracket. Failure of the bracket caused the eyebolt at the bottom of the spring assembly to become loose, resulted in damage of the support beam during normal door handle movement. Damage of the support beam, which is dormant, in combination with failure of a doorstop attached to any remaining undamaged support beam will degrade the structural integrity of the door, resulting in possible depressurization or loss of the door.

Corrective actions include a one-time inspection for damage of the spring support bracket and support beam of the forward baggage door, aft service door, and aft passenger door; repetitive inspections for integrity (corrosion, damage, cracking, and looseness or misalignment) of the doorstops of support beams found to be within damage limits; repair of support beams, or replacement of damaged brackets, support beams, or doorstops, as applicable; and removal of certain washers and nuts. You may obtain further information by examining the MCAI in the AD docket.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the MCAI in order to follow our FAA policies. Any such differences are highlighted in a NOTE within the AD.

Costs of Compliance

We estimate that this AD will affect about 29 products of U.S. registry. We also estimate that it will take about 5 work-hours per product to comply with the basic requirements of this AD. The average labor rate is $80 per work-hour. Required parts will cost about $0 per product. Where the service information lists required parts costs that are covered under warranty, we have assumed that there will be no charge for these parts. As we do not control warranty coverage for affected parties, some parties may incur costs higher than estimated here. Based on these figures, we estimate the cost of this AD to the U.S. operators to be $11,600, or $400 per product.

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.