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.

Detailed Inspection

(f) Before the accumulation of 8,600 total flight cycles, or within 1,100 flight cycles after the effective date of this AD, whichever occurs later: Perform a detailed inspection to detect cracking of the left side and right side frames and reinforcement angles at FS640 between stringer 9 and stringer 12, in accordance with Part A of the Accomplishment Instructions of Bombardier Service Bulletin 601R–53–061, Revision E, dated December 7, 2006.

Note 1: For the purposes of this AD, a detailed inspection is: ''An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.''

Repetitive Inspection and Corrective Action

(g) If no crack is found during the inspection required by paragraph (f) of this AD: Repeat the detailed inspection thereafter at intervals not to exceed 1,100 flight cycles, until the frame modification described in paragraph (h)(2) of this AD or the optional terminating modification described in paragraph (i) of this AD has been done.

(h) If any crack is found during the inspection required by paragraph (g) of this AD: Before further flight, repair the crack in accordance with paragraph (h)(1), (h)(2), or (h)(3) of this AD, as applicable.

(1) For any crack found in the frame at the stringer 9 cut-out only, repair in accordance with Part A of the Accomplishment Instructions of Bombardier Service Bulletin 601R–53–061, Revision E, dated December 7, 2006.

(2) For any crack found in the frame reinforcement doubler only, do the actions described in paragraphs (h)(2)(i) and (h)(2)(ii) of this AD.

(i) Do the frame modification (including related investigative and corrective actions) described in Part C of the Accomplishment Instructions of Bombardier Service Bulletin 601R–53–061, Revision E, dated December 7, 2006; except where the service bulletin specifies to contact the manufacturer for repair instructions, repair the crack using a method approved by either the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent).

(ii) Within 12,000 flight cycles after doing the modification required by paragraph (h)(2)(i) of this AD, do the detailed inspection required by paragraph (f) of this AD, then repeat the detailed inspection thereafter at intervals not to exceed 1,100 flight cycles.

(3) For any crack found in areas of the inspection zone described in paragraph (f) of this AD other than those areas described in paragraphs (h)(1) and (h)(2) of this AD: Repair the crack using a method approved by either the Manager, New York ACO, FAA; or TCCA (or its delegated agent).

Optional Terminating Action

(i) Reinforcement of any engine support beam in accordance with the Accomplishment Instructions of the service information described in paragraph (i)(1) or (i)(2) of this AD, as applicable, ends all repetitive inspections required by this AD for that support beam.

(1) For all airplanes: If the reinforcement is done before the effective date of this AD, Bombardier Alert Service Bulletin A601R–53–059, Revision E, dated March 21, 2005; or Revision F, dated April 21, 2006; may be used. After the effective date of this AD, only Bombardier Alert Service Bulletin A601R–53–059, Revision F, may be used.

(2) For airplanes identified in Bombardier Service Bulletin 601R–53–065, Revision B, dated November 2, 2007: If the reinforcement is done before the effective date of this AD, Bombardier Service Bulletin 601R–53–065, Revision A, dated August 24, 2005, or Revision B, may be used. After the effective date of this AD, only Bombardier Service Bulletin 601R–53–065, Revision B, may be used.

No Reporting Requirement

(j) Although Bombardier Service Bulletin 601R–53–061, Revision E, dated December 7, 2006, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, New York ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(l) Canadian airworthiness directive CF–2003–12, dated May 7, 2003, also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use Bombardier Service Bulletin 601R–53–061, Revision E, dated December 7, 2006, including Appendix B, Revision C, dated June 25, 2003, to do the actions required by this AD, unless the AD specifies otherwise. If you accomplish the optional actions specified by this AD, you must use Bombardier Alert Service Bulletin A601R–53–059, Revision F, dated April 21, 2006, excluding Appendix A, dated June 14, 2001; or Bombardier Service Bulletin 601R–53–065, Revision B, dated November 2, 2007; as applicable; to perform those actions, unless the AD specifies otherwise. Bombardier Service Bulletin 601R–53–061, Revision E, dated December 7, 2006, includes the following effective pages:

Page Nos.	Revision level shown on page	Date shown on page
1–44	E	December 7, 2006.
Appendix B		
B1–B8	C	June 25, 2003.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada.

(3) You may review copies of the service information incorporated by reference at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Renton, Washington, on March 3, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–4644 Filed 3–11–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2007–28529; Airspace Docket No. 07–ANM–12]

Modification of Class E Airspace; Tucson, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action will modify Class E airspace at Tucson, AZ. Additional controlled airspace is necessary to encompass holding patterns and intermediate segments at Tucson International Airport. The FAA is proposing this action to enhance the safety and management of Instrument Flight Rules (IFR) operations at Tucson International Airport, Tucson, AZ.

DATES: *Effective Date:* 0901 UTC, June 5, 2008. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA

Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Richard Roberts, Federal Aviation Administration, System Support Group, Western Service Area, 1601 Lind Avenue, SW., Renton, WA, 98057; telephone (425) 203–4517.

SUPPLEMENTARY INFORMATION:

History

On August 29, 2007 the FAA published in the **Federal Register** a notice of proposed rulemaking to modify Class E airspace at Tucson, AZ (72 FR 49677). This action would enhance the safety and management of Instrument Flight Rules (IFR) operations at Tucson International Airport, Tucson, AZ.

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9R signed August 15, 2007, and effective September 15, 2007, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying Class E airspace at Tucson International Airport, Tucson, AZ. Additional controlled airspace is necessary to encompass hold-in-lieu patterns at the LIPTE Initial Fix/Instrument Approach Fix (IF/IAF) at Tucson International Airport, Tucson, AZ and encompass intermediate segments from the ILEEN Distance Measuring Equipment (DME) fix to COPEY DME fix. The FAA is proposing this action to enhance the safety and management of IFR operations at Tucson International Airport, Tucson, AZ.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies controlled airspace at Tucson International Airport, Tucson, AZ.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air)

Adoption of the Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E. O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9R, Airspace Designations and Reporting Points, signed August 15, 2007, and effective September 15, 2007 is amended as follows:

Paragraph 6005. Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP AZ E5 Tucson, AZ 2 spaces [Modified]

Tucson International Airport, AZ
(Lat. 32°06′58″ N, long. 110°56′28″ W)
Ryan Field, AZ
(Lat. 32°08′32″ N, long. 111°10′28″ W)

That airspace extending upward from 700 feet above the surface within an 8.7-mile radius of Tucson International Airport and within that airspace bounded by a line beginning at lat. 32°11′01″ N, long. 111°05′33″ W; to lat. 32°21′28″ N, long. 111°16′33″ W; to lat. 32°35′55″ N, long. 110°57′47″ W; to lat. 32°01′35″ N, long. 110°21′18″ W; to lat.31°44′6″ N, long. 110°42′30″ W; to lat.31°58′20″ N, long. 110°57′51″ W; to intercept the 8.7-mile radius southwest of the Tucson International Airport; thence clockwise via the 8.7-mile radius to the point of beginning; and that airspace within a 4.3-mile radius of Ryan Field and within 3.5 mile each side of the Ryan Field localizer course extending from the 4.3-mile radius to 7 miles west of the outer marker. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 32°33′00″ N, long. 111°45′02″ W; to lat.32°33′00″ N, long. 110°52′02″ W; thence north via long. 110°52′00″ W; to the south boundary of V–94, thence southeast via the south boundary of V–94; to long. 110°00′02″ W, thence south to lat. 31°39′00″ N; long 110°00′02″ W; to lat. 31°39′00″ N, long. 111°00′02″ W; to lat. 32°00′00″ N, long. 111°45′02″ W, to the point of origin.

* * * * *

Issued in Seattle, Washington, on February 28, 2008.

Kevin Nolan,

Acting Manager, System Support Group, Western Service Center.

[FR Doc. 08–996 Filed 3–11–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 111

[Docket No. FDA–2008–N–0152] (formerly Docket No. 1996N–0417)

RIN 0910–AB88

Current Good Manufacturing Practice in Manufacturing, Packaging, Labeling, or Holding Operations for Dietary Supplements; Technical Amendment

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule; technical amendment.

SUMMARY: The Food and Drug Administration (FDA) is correcting a final rule that appeared in the **Federal Register** of June 25, 2007 (72 FR 34752). The final rule established current good manufacturing practice (CGMP) requirements in manufacturing, packaging, labeling, or holding operations for dietary supplements. The final rule was published with an inadvertent error in the codified section. This document corrects that error. This action is being taken to improve the accuracy of the agency's regulations.

DATES: This rule is effective March 12, 2008.

FOR FURTHER INFORMATION CONTACT: Vasilios H. Frankos, Center for Food