

(2) Pratt & Whitney Engine Manual, P/N 1A6231, (PW2000) and P/N 1B2412 (F117), Chapter 72-41-00, Inspection/Check-02, (Task 72-41-00-230-002) and Chapter 72-52-00, Inspection/Check-02 (Task 72-52-00-230-000), which are not incorporated by reference in this AD, can be obtained from Pratt & Whitney, using the contact information in paragraph (l)(3) of this AD.

(l) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pratt & Whitney Service Bulletin No. PW2000 72-763, Revision 1, dated August 30, 2013.

(ii) Reserved

(3) For PW service information identified in this AD, contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; phone: 860-565-8770; fax: 860-565-4503.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information 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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on March 6, 2014.

Colleen M. D'Alessandro,

Assistant Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2014-06953 Filed 3-28-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2013-0079; Airspace Docket No. 09-AWA-4]

RIN 2120-AA66

Amendment to Class B Airspace Area; Detroit, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** January 21, 2014. In that rule, the shared boundary between the Detroit Class B airspace Area A and Area B subareas did not match, as originally intended, in the regulatory text descriptions. This

correction is necessary to close the unintended gap between subareas created by the boundary error and to ensure the accuracy of the charted Detroit Class B airspace area.

DATES: Effective Date: 0901 UTC, April 3, 2014. The Director of the Federal Register approves this incorporation by reference action under 3 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Airspace Policy and Regulations Group, Office of Airspace Services, Mission Support, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On January 21, 2014, a final rule for FAA Docket No. FAA-2012-0661, Airspace Docket No. 09-AWA-4, was published in the **Federal Register** (79 FR 3305) to amend the Detroit Class B airspace area. The Detroit Class B airspace area was modified to contain aircraft conducting published instrument procedures at Detroit Metropolitan Wayne County Airport (DTW) within Class B airspace, enhance safety, improve the flow of air traffic, and reduce the potential for midair collisions in the DTW terminal area, while accommodating the concerns of all airspace users.

Subsequent to publication of the rule, the FAA determined the boundary segment described in Area A, from lat. 42°17'18" N., long. 83°27'27" W. on the 4.4-mile radius of the Detroit Willow Run Airport to lat. 42°20'47" N., long. 83°22'12" W. on the 8-mile arc of the DXO VOR/DME, and the boundary segment described in Area B, from the intersection of the DXO VOR/DME 354° radial and the Detroit Willow Run Airport 047° bearing to lat. 42°20'47" N., long. 83°22'12" W., did not align as intended and contained a gap between the two adjacent subareas. The FAA is correcting this minor error by adding the geographic point defined by the intersection of the DXO VOR/DME 354° radial and the Detroit Willow Run Airport 047° bearing in the Area A description to remove the gap.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of January 21, 2014, the text on page 3312, column 2, line 47, is corrected to read:

\$71.1 [Amended]

AGL MI B Detroit, MI [Corrected]

For Area A, between the words "Airport;" and "thence", add the following: "thence northeast to the intersection of the DXO VOR/DME 354° radial and the Detroit Willow Run Airport 047° bearing;"

Issued in Washington, DC, on March 24, 2014.

Ellen Crum,

Acting Manager, Airspace Policy and Regulations Group.

[FR Doc. 2014-06959 Filed 3-28-14; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 558

[Docket No. FDA-2014-N-0002]

Zoetis Inc., et al.; Withdrawal of Approval of New Animal Drug Applications for Combination Drug Medicated Feeds Containing an Arsenical Drug; Correction

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule; correcting amendments.

SUMMARY: The Food and Drug Administration (FDA) is correcting a document amending the animal drug regulations to reflect the withdrawal of approval of new animal drug applications (NADAs) that appeared in the **Federal Register** of February 27, 2014 (79 FR 10976). That document listed an NADA for which a withdrawal of approval (WOA) was not intended and failed to remove all conditions of use associated with the withdrawn NADAs. This correction is being made to improve the accuracy of the animal drug regulations.

DATES: This correction is effective March 31, 2014.

FOR FURTHER INFORMATION CONTACT: George K. Haibel, Center for Veterinary Medicine (HFV-6), Food and Drug Administration, 7519 Standish Pl., Rockville, MD 20855, 240-276-9019, george.haibel@fda.hhs.gov.

SUPPLEMENTARY INFORMATION: FDA is correcting a document amending the animal drug regulations to reflect the WOA of NADAs that appeared in the **Federal Register** of February 27, 2014 (79 FR 10976). That document listed an NADA for which a WOA was not intended and failed to remove all