

TABLE 2.—RANGES FOR LA—  
Continued

Where row of the table specifies—	Use—
LA = 15 .....	10 mm < LA ≤ 15 mm.
LA = 20 .....	15 mm < LA ≤ 20 mm.

(iii) Where in paragraph 1.E., “Compliance,” of the service bulletins listed in Table 1 of this AD the service bulletins specify a compliance time after receipt of the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(iv) Where any table in paragraph 1.E., “Compliance,” of the service bulletins listed in Table 1 of this AD specifies measurements of LA > 40 mm, this AD requires that the corresponding action be done if LA ≥ 40 mm.

(2) If any crack is detected during any inspection required by paragraph (f)(1) of this AD, before further flight, contact Airbus and repair.

(3) Repeat the actions specified in paragraph (f)(1) of this AD at the intervals defined in paragraph 1.E., “Compliance,” of the applicable service bulletin listed in Table 1 of this AD and according to the Accomplishment Instructions of the applicable service bulletin, except as provided by paragraphs (f)(1)(i), (f)(1)(ii), and (f)(1)(iv) of this AD.

(4) Within 30 days after doing the inspection required by paragraph (f)(1) of this AD or within 30 days after the effective date of this AD, whichever occurs later, report the first inspection results, whatever they may be, to Airbus as specified in the applicable service bulletin listed in Table 1 of this AD.

(5) Actions accomplished before the effective date of this AD according to the applicable service bulletin specified in Table 3 of this AD are considered acceptable for

compliance with the corresponding action specified in this AD.

TABLE 3.—CREDIT SERVICE BULLETINS

Airbus Service Bulletin	Date
A300–53–0381 .....	Jan. 15, 2007.
A300–53–0383 .....	Jan. 11, 2007.
A300–57–6102 .....	Jan. 12, 2007.

**FAA AD Differences**

**Note:** This AD differs from the MCAI and/or service information as follows: The MCAI and service bulletin did not provide adequate descriptions for certain compliance requirements. We have clarified the compliance requirements in paragraphs (f)(1)(i), (f)(1)(ii), (f)(1)(iii), and (f)(1)(iv) of this AD.

**Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, 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: Dan Rodina, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–2125; fax (425) 227–1149. 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.

(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, 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 European Aviation Safety Agency (EASA) Airworthiness Directive 2007–0150, dated May 22, 2007 [corrected May 23, 2007], and the Airbus service bulletins listed in Table 1 of this AD, for related information.

**Material Incorporated by Reference**

(i) You must use the applicable service information specified in Table 4 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

(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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

(3) You may review copies 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/cfr/ibr-locations.html>.

TABLE 4.—MATERIAL INCORPORATED BY REFERENCE

Airbus Service Bulletin	Revision	Date
A300–53–0381, including Appendix 1 .....	01	May 27, 2008.
A300–53–0383, including Appendix 1 .....	01	May 27, 2008.
A300–57–6102, including Appendix 1 .....	01	May 27, 2008.

Issued in Renton, Washington, on June 26, 2008.

**Dionne Palermo,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E8–15265 Filed 7–9–08; 8:45 am]

BILLING CODE 4910–13–P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. FAA–2007–28245; Directorate Identifier 2007–CE–047–AD; Amendment 39–15608; AD 2008–14–13]**

**RIN 2120–AA64**

**Airworthiness Directives; Cirrus Design Corporation Model SR20 and SR22 Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Cirrus Design Corporation (CDC) Models SR20 and SR22 airplanes. This AD requires you to replace the cabin door rod ends with new parts including a redesigned non-binding hinge pin that replaces the existing pin at the upper door hinge. This AD results from two known occurrences of in-flight cabin door separation (one total separation and one retained by the door strut). The rod ends, a component of the door hinges, may fail and result in a door separation from the airplane while in flight. We are issuing this AD to prevent in-flight failure of the cabin door, which

could result in door separation from the airplane.

**DATES:** This AD becomes effective on August 14, 2008.

On August 14, 2008, the Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD.

**ADDRESSES:** For service information identified in this AD, contact Cirrus Design Corporation, 4515 Taylor Circle, Duluth, Minnesota 55811; telephone: (218) 727-2737; Internet address: [www.cirrusdesign.com](http://www.cirrusdesign.com).

To view the AD docket, go to U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or on the Internet at <http://www.regulations.gov>. The docket number is FAA-2007-28245; Directorate Identifier 2007-CE-047-AD.

**FOR FURTHER INFORMATION CONTACT:** Wess Rouse, Aerospace Engineer, Chicago Aircraft Certification Office (ACO), 2300 East Devon Avenue, Room

107, Des Plaines, Illinois 60018; telephone: (847) 294-8113; fax: (847) 294-7834.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

On March 26, 2008, we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain SR20 and SR22 airplanes. This proposal was published in the **Federal Register** as a supplemental notice of proposed rulemaking (NPRM) on April 2, 2008 (73 FR 17935). The NPRM proposed to replace the cabin door rod ends with new parts including a redesigned non-binding hinge pin that replaces the existing pin at the upper door hinge.

##### Comments

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

#### Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

#### Costs of Compliance

We estimate that the AD affects 2,308 airplanes in the U.S. registry.

The costs vary from 3.5 work-hours to incorporate Cirrus Kit 70186-004 and 2.5 work-hours to incorporate Cirrus Kit 70186-005. Parts cost for either kit is \$270. For the purposes of this AD, we will use 3.5 work-hours for all airplanes. Based on this, the cost of this AD is:

Labor cost	Parts cost	Total cost per airplane	Total fleet cost
3.5 work-hours × \$80 per hour = \$280 .....	\$270	\$550	\$1,269,400

**Note:** CDC will provide warranty credit to the extent noted in CDC Service Bulletin 2X-52-07 R4, dated January 24, 2008.

#### 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 AD.

#### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States,

or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

1. Is not a "significant regulatory action" under Executive Order 12866;
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 summary of the costs to comply with this AD (and other information as included in the Regulatory Evaluation) and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "Docket No. FAA-2007-28245; Directorate Identifier 2007-CE-047-AD" in your request.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration

amends part 39 of the Federal Aviation Regulations (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. FAA amends § 39.13 by adding the following new AD:

##### 2008-14-13 Cirrus Design Corporation:

Amendment 39-15608; Docket No. FAA-2007-28245; Directorate Identifier 2007-CE-047-AD.

##### Effective Date

- (a) This AD becomes effective on August 14, 2008.

##### Affected ADs

- (b) None.

##### Applicability

- (c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

Models	Serial Nos.
SR20 .....	1423 through 1906.
SR22 .....	0795 and 0820 through 2912.

**Unsafe Condition**

(d) This AD results from two known occurrences of in-flight cabin door separation (one total separation and one retained by the door strut). We are issuing this AD to prevent in-flight failure of the cabin door, which could result in door separation from the airplane.

**Compliance**

(e) Unless already done, within the next 50 hours time-in-service (TIS) after August 14, 2008 (the effective date of this AD) or within 180 days after August 14, 2008 (the effective date of this AD), whichever occurs first, following Cirrus Design Corporation Service Bulletin SB 2X-52-07 R4, dated January 24, 2008, do one of the following:

(1) If threaded sleeve is installed at the cabin door rod end, install cabin door rod end Kit 70186-004.

(2) If threaded sleeve is not installed at the cabin door rod end, install cabin door rod end Kit 70186-005.

**Alternative Methods of Compliance (AMOCs)**

(f) The Manager, Chicago Aircraft Certification Office (ACO), 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: Wess Rouse, Aerospace Engineer, Chicago ACO, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-8113; fax: (847) 294-7834. 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**

(g) To get copies of the service information referenced in this AD, contact Cirrus Design Corporation, 4515 Taylor Circle, Duluth, Minnesota 55811, telephone: (218) 788-3000. To view the AD docket, go to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or on the Internet at <http://dms.dot.gov>. The docket number is Docket No. FAA-2007-28245; Directorate Identifier 2007-CE-047-AD.

**Material Incorporated by Reference**

(h) You must use Cirrus Design Corporation Service Bulletin SB 2X-52-07 R4, dated January 24, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(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 Cirrus Design Corporation, 4515 Taylor Circle, Duluth, Minnesota 55811; telephone: (218) 727-2737; Internet address: [www.cirrusdesign.com](http://www.cirrusdesign.com).

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on July 1, 2008.

**John Colomy,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E8-15474 Filed 7-9-08; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF COMMERCE****International Trade Administration****15 CFR Part 336**

**Docket No.: 070712324-8763-02**

**RIN 0625-AA74**

**Imports of Certain Cotton Shirting Fabric: Implementation of Tariff Rate Quota Established Under the Tax Relief and Health Care Act of 2006**

**AGENCY:** Department of Commerce, International Trade Administration.

**ACTION:** Final Rule.

**SUMMARY:** The Department of Commerce ("the Department") publishes this final rule to adopt, without change, an interim final rule that implemented tariff rate quotas ("TRQ") for a limited quantity of certain cotton shirting fabrics pursuant to Section 406 of the Tax Relief and Health Care Act of 2006 ("the Act"), which President Bush signed into law on December 20, 2006 (Pub. L. 109-432). Section 406(b)(1) of the Act authorizes the Secretary of Commerce to issue licenses to eligible manufacturers under headings 9902.52.08 through 9902.52.19 of the Harmonized Tariff Schedule of the United States, specifying the restrictions under each such license on the quantity of cotton woven fabrics that may be entered each year by or on behalf of the manufacturer.

**DATES:** This final rule is effective July 10, 2008.

**ADDRESSES:**

**FOR FURTHER INFORMATION CONTACT:** Laurie Mease, Office of Textiles and Apparel, U.S. Department of Commerce, (202) 482-3400.

**SUPPLEMENTARY INFORMATION:****A. Background**

President Bush signed the Tax Relief and Health Care Act of 2006 into law on December 20, 2006 (Pub. L. 109-432). Section 406(b)(1) of the Act authorizes the Secretary of Commerce to issue

licenses to eligible manufacturers under headings 9902.52.08 through 9902.52.19 of the Harmonized Tariff Schedule of the United States, specifying the restrictions under each such license on the quantity of cotton woven fabrics that may be entered each year by or on behalf of the manufacturer.

The Act creates an annual tariff rate quota providing for temporary reductions through December 31, 2009 in the import duties of cotton woven fabrics suitable for making cotton shirts (new Harmonized Tariff Schedule of the United States (HTS) headings 9902.52.08, 9902.52.09, 9902.52.10, 9902.52.11, 9902.52.12, 9902.52.13, 9902.52.14, 9902.52.15, 9902.52.16, 9902.52.17, 9902.52.18, and 9902.52.19). The reduction in duty is limited to 85 percent of the total square meter equivalents of all imported woven fabrics of cotton containing 85 percent or more by weight of cotton used by manufacturers in cutting and sewing men's and boys' cotton shirts in the United States and purchased by such manufacturers during calendar year 2000.

The Act requires that the Secretary of Commerce must issue licenses and ensure that the tariff rate quotas are fairly allocated to eligible manufacturers under such headings 9902.52.08 through 9902.52.19.

On July 24, 2007, the Department published an interim final rule that established eligibility criteria and application requirements to receive an allocation under the TRQ. **See Imports of Certain Cotton Shirting Fabric: Implementation of Tariff Rate Quota Established Under the Tax Relief and Health Care Act of 2006**, 72 FR 40235 (July 24, 2007). The interim regulations were effective upon publication to prevent costs incurred by TRQ recipients that would have, in effect, nullified duty benefits, particularly for those TRQ recipients who had small shipments.

The Department intends to make its determination regarding allocation of the tariff rate quota no later than December 31 of the year preceding the tariff rate quota year. Commerce anticipates publishing a **Federal Register** Notice (FRN) each September soliciting license applications for the following calendar year. Applications will be due within 30 days of the FRN's publication and licenses will be issued to eligible manufacturers within 60 days of the application deadline.

The tariff rate quota licenses will be issued to eligible manufacturers on the basis of the percentage of each manufacturer's quantity of imported woven fabrics described under HTS