

Related Information

(n) British airworthiness directive G-2005-0031, dated October 20, 2005, and European Aviation Safety Agency (EASA) airworthiness directive 2006-0090, dated April 20, 2006, also address the subject of this AD.

Material Incorporated by Reference

(o) You must use BAE Systems (Operations) Limited Service Bulletin ATP-51-002, dated December 20, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. On September 21, 2006 (71 FR 52418, September 6, 2006), the Director of the Federal Register approved the incorporation by reference of this document. Contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171, for a copy of this service information. 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>.

Issued in Renton, Washington, on July 15, 2007.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-27431 Directorate Identifier 2007-016-AD; Amendment 39-15132; AD 2007-15-03]

RIN 2120-AA64

Airworthiness Directives; Stemme GmbH & Co. KG Model S10-V and S10-VT Powered Sailplanes

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) issued 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:

Service experience showed that the connection screw of the propeller blade follower type 10AP-VM may break and the main part of the blade follower can be lost

in flight. This condition, if not corrected, could lead to high vibration during powered flight and consequently result in decreased control of the aircraft.

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

DATES: This AD becomes effective August 28, 2007.

On August 28, 2007, the Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD.

ADDRESSES: You may examine the AD docket on the Internet at <http://dms.dot.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 20590.

FOR FURTHER INFORMATION CONTACT: Greg Davison, Glider Program Manager, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090.

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 April 23, 2007 (72 FR 20072). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states that:

Service experience showed that the connection screw of the propeller blade follower type 10AP-VM may break and the main part of the blade follower can be lost in flight. This condition, if not corrected, could lead to high vibration during powered flight and consequently result in decreased control of the aircraft.

Stemme has developed a new blade follower, Model 10AP-VP, which is reinforced on the shaft and has an Allen head screw installed instead of a slotted screw. For the reason stated above, this Emergency Airworthiness Directive (EAD) requires the replacement of the blade follower type 10AP-VM with the new type 10AP-VP.

This EAD has been revised to correct the TCDS reference and the applicability statement. No separate TC was issued for the affected propellers. These propellers are part of the aircraft type design.

Paragraph (4) of the "Compliance" section of this EAD has been corrected.

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 FAA policies. Any such differences are highlighted in a **Note** within the AD.

Costs of Compliance

We estimate that this AD will affect 53 products of U.S. registry. We also estimate that it will take about 3 work-hours per product to comply with basic requirements of this AD. The average labor rate is \$80 per work-hour. Required parts will cost about \$117 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 \$18,921 or \$357 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.

Regulatory Findings

We 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 this AD:

- (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) 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 regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD Docket.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://dms.dot.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 docket contains the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

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 FAA amends 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. The FAA amends § 39.13 by adding the following new AD:

2007-15-03 Stemme GmbH & Co. KG:
Amendment 39-15132; Docket No. FAA-2007-27431; Directorate Identifier 2007-CE-016-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 28, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Models STEMME S10-V and STEMME S10-VT powered sailplanes, all serial numbers, that:

- (1) Are certificated in any category; and
- (2) Have not incorporated the actions in their entirety of STEMME F & D SB A31-10-078, Am.-index: 01.a, dated November 6, 2006, which references STEMME F & D Installation Instruction A34-10-078-E, Am.-index: 01.a, dated February 20, 2007.

Subject

(d) Air Transport Association of America (ATA) Code 61: Propellers.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

Service experience showed that the connection screw of the propeller blade follower type 10AP-VM may break and the main part of the blade follower can be lost in flight. This condition, if not corrected, could lead to high vibration during powered flight and consequently result in decreased control of the aircraft.

Stemme has developed a new blade follower, Model 10AP-VP, which is reinforced on the shaft and has an Allen head screw installed instead of a slotted screw. For the reason stated above, this Emergency Airworthiness Directive (EAD) requires the replacement of the blade follower type 10AP-VM with the new type 10AP-VP.

This EAD has been revised to correct the TCDS reference and the applicability statement. No separate TC was issued for the affected propellers. These propellers are part of the aircraft type design.

Paragraph (4) of the "Compliance" section of this EAD has been corrected.

Actions and Compliance

(f) Unless already done, within the next 25 engine operating hours after August 28, 2007 (the effective date of this AD) or 90 days after August 28, 2007 (the effective date of this AD), whichever occurs first, do the following actions:

(1) Replace the blade follower type 10AP-VM with the new type 10AP-VP following the instructions contained in STEMME F & D SB A31-10-078, Am.-index: 02.a, dated March 2, 2007, which references STEMME F & D Installation Instruction A34-10-078-E, Am.-index: 01.a, dated February 20, 2007.

(2) As of 25 engine operating hours after August 28, 2007 (the effective date of this AD) or 90 days after August 28, 2007 (the effective date of this AD), whichever occurs first, do not install a propeller type 10AP-F, 10AP-V or 11AP-V on any aircraft, unless that propeller has the new type 10AP-VP blade follower installed following the instructions contained in STEMME F & D SB A31-10-078, Am.-index: 02.a, dated March 2, 2007, which references STEMME F & D Installation Instruction A34-10-078-E, Am.-index: 01.a, dated February 20, 2007.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI

requires an amendment to the aircraft flight manual before further flight as an interim requirement to the replacement. We consider before flight as an urgent safety of flight compliance time, and we do not consider this unsafe condition to be an urgent safety of flight condition. We feel that 25 engine operating hours or 90 days, whichever occurs first, for the replacement is an adequate compliance for this AD action. We do encourage you to incorporate these flight manual amendments referenced in the MCAI and service information until you replace the propeller blade follower.

Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Staff, FAA, ATTN: Gregory Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri, 64106; telephone: (816) 329-4130; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found 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.

(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 (44 U.S.C. 3501 *et seq.*), 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) Emergency AD No.: 2006-0373R1-E, dated December 15, 2006, corrected January 5, 2007; STEMME F & D SB A31-10-078, Am.-index: 02.a, dated March 2, 2007; and STEMME F & D Installation Instruction A34-10-078-E, Am.-index: 01.a, dated February 20, 2007 for related information.

Material Incorporated by Reference

(i) You must use STEMME F & D SB A31-10-078, Am.-index: 02.a, dated March 2, 2007, which references STEMME F & D Installation Instruction A34-10-078-E, Am.-index: 01.a, dated February 20, 2007, 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 Stemme GmbH & Co. KG, Gustav-Meyer-Allee 25, D-13355 Berlin,

Germany; Telephone: 49.3341.3111.70;
Facsimile: 49.3341.3111.73.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, 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/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on July 12, 2007.

Sandra J. Campbell,

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

[FR Doc. E7-13981 Filed 7-23-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

International Trade Administration

15 CFR Part 336

[Docket Number: 070712324-7325-01]

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: Interim final rule, request for comments.

SUMMARY: The Department of Commerce is issuing interim regulations implementing 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) 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 interim final rule is effective July 24, 2007. To be considered, written comments must be received by 5 p.m. on September 24, 2007.

ADDRESSES: Comments should be addressed to: R. Matthew Priest, Deputy Assistant Secretary for Textiles and Apparel, Room 3001, United States Department of Commerce, Washington, DC 20230.

FOR FURTHER INFORMATION CONTACT: Sergio Botero, Office of Textiles and Apparel, U.S. Department of Commerce, (202) 482-4058.

SUPPLEMENTARY INFORMATION:

Background

The Department of Commerce is issuing interim regulations implementing 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) 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 boy's 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.

The Department, promptly upon promulgation of these interim regulations, intends to begin the process of soliciting applications for a license allocation of the 2007 tariff rate quota. Licenses will be issued to eligible manufacturers within 60 days after the manufacturer files an application with the Department. In subsequent years 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.

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 headings 9902.52.08 through 9902.52.19 during calendar year 2000, compared to the imports of such fabric by all

manufacturers that qualify for a tariff rate quota allocation.

Pursuant to statutory requirements, allocation will be limited to persons (including firms, corporations, or other legal entities) who cut and sew men's and boys' cotton shirts in the United States and who, during calendar year 2000, were manufacturers cutting and sewing men's and boy's cotton shirts in the United States from imported woven fabrics of cotton containing 85 percent or more by weight of cotton of the kind described in HTS headings 9902.52.08 through 9902.52.19 purchased by such manufacturers during calendar year 2000. Any manufacturer who becomes a successor-of-interest to a manufacturer of the cotton woven shirts described in HTS headings 9902.52.08 through 9902.52.19 during 2000 because of a reorganization or otherwise, shall be eligible to apply for a TRQ.

In order to receive a license, eligible manufactures must submit ITA Form ITA-4156P entitled "Affidavit for Application for TRQ License Cotton Shirting Fabric Tariff Rate Quota" containing the following information:

(1) Company name, address, contact telephone number, e-mail address, federal tax identification number, name of person submitting the application, and title, or capacity in which the person is acting for the applicant.

(2) The name and address of each plant and/or contractor location in the United States where men's and boy's cotton shirts of imported woven fabric of the kind described in HTS headings 9902.52.08 through 9902.52.19 was cut and sewn in calendar year 2000.

(3) The date of purchase shall be (a) the invoice date if the manufacturer is not the importer of record; and (b) the date of entry if the manufacturer is the importer of record.

(4) The quantity of imported woven fabrics of cotton containing 85 percent or more by weight of cotton purchased during calendar year 2000 for use in the cutting and sewing of men's and boys' shirts in the United States.

At the conclusion of the application the applicant must attest that "all information contained in the application is complete and correct and no false claims, statements or representations have been made." Applicants should be aware that, generally, pursuant to 31 U.S.C. 3729 persons providing false or fraudulent claims, and pursuant to 18 U.S.C. 101, persons making materially false statement to representations, are subject to civil or criminal penalties, respectively. All applications must be notarized by a licensed public notary.