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 regulatory evaluation of the estimated costs to comply with this proposed AD and placed it in the AD docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

REIMS AVIATION S.A.: Docket No. FAA–2006–26692; Directorate Identifier 2006–CE–89–AD

Comments Due Date

(a) We must receive comments by March 29, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Reims Aviation S.A. Model F406 airplanes, serial numbers F406–0001 through F406–0092, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states that there have been:

several reports regarding an important corrosion on the bearings with propagation to the bracket-hinge of the rudder. This corrosion has been discovered after rudder removals. This condition, if left uncorrected, could result in the loss of the rudder control on the airplane.

Actions and Compliance

(e) Unless already done, do the following actions:

(1) Within the next 100 hours time-in-service or 3 months after the effective date of this AD, whichever occurs first, and thereafter repetitively during a period not to exceed every 12 months, unless previously accomplished in the past 12 months, inspect the rudder brackets-hinge and bearings for corrosion and lubricate the rudder bearings in accordance with the accomplishment instructions of REIMS AVIATION INDUSTRIES Service Bulletin No. F406–57, dated April 25, 2005. If corrosion is found, replace these parts before further flight

(2) Initially lubricate the rudder bearings within 600 hours time-in-service or within 12 months, whichever occurs first, after the effective date of this AD, and repetitively thereafter at intervals not to exceed 12 months. During this step, remove the rudder to realize an optimum inspection and lubrication in accordance with the accomplishment instructions of Reims Aviation Industries Service Bulletin No. F406–57, dated April 25, 2005.

Note 1: We have established the repetitive inspection times of this AD so that they may coincide with annual inspections.

Note 2: We encourage you to put Reims temporary revision No. 4 into the maintenance program of the F406 airplane (chapter 5–10–01, page 17 of the maintenance manual).

FAA AD Differences

Note 3: This AD differs from the MCAI and/or service information as follows: We have added repetitive inspection requirements in the AD to coincide with the maintenance requirement in the service bulletin.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri, 64106; telephone: (816) 329–4144; fax: (816) 329–4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(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

(g) Refer to MCAI Direction générale de l'aviation civile (DGAC), which is the aviation authority for France, AD No. F–2005–081, dated May 25, 2005; and REIMS AVIATION INDUSTRIES Service Bulletin No. F406–57, dated April 25, 2005, for related information.

Issued in Kansas City, Missouri, on February 20, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7–3399 Filed 2–26–07; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 145

[Docket No. FAA–2006–26408]

RIN 2120–AI53

Repair Stations; Extension of Comment Period

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM); extension of comment period.

SUMMARY: This action extends the comment period for the Repair Stations NPRM, Docket No. FAA–2006–26408 that was published on December 1, 2006. In that document, the FAA proposed to amend the regulations for repair stations by revising the system of ratings and requiring repair stations to establish a quality program. The FAA also proposed additional changes critical to maintaining safety. On January 26, 2007, the Aeronautical Repair Station Association (ARSA) requested an extension to the comment period for this NPRM. The FAA has considered this request and decided to extend the comment period for 45 days.

DATES: Comments must be received on or before April 16, 2007.

ADDRESSES: You may send comments, identified by Docket Number FAA–2006–26408, using any of the following methods:

- *DOT Docket Web site:* Go to *http://dms.dot.gov* and follow the instructions for sending your comments electronically.
- *Government-wide rulemaking Web site:* Go to *http://www.regulations.gov* and follow the instructions for sending your comments electronically.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.
- *Fax:* 1–202–493–2251.
- *Hand Delivery:* Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For more information on the rulemaking process, see the

SUPPLEMENTARY INFORMATION section of this document.

Privacy: We will post all comments we receive, without change, to *http://dms.dot.gov*, including any personal information you provide. For more information, see the Privacy Act discussion in the **SUPPLEMENTARY INFORMATION** section of this document.

Docket: To read background documents or comments received, go to *http://dms.dot.gov* at any time or to Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: George W. Bean, General Aviation and Repair Station Branch, AFS–340, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–3109; facsimile: (202) 267–5115 or e-mail: *George.W.Bean@faa.gov*.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that might result from adopting the proposals in this document. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. We ask that you send us two copies of written comments.

We will file in the docket all comments we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. The docket is available for public inspection before and after the comment closing date. If you wish to review the docket in person, go to the address in the **ADDRESSES** section of this preamble between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also review the docket using the Internet at the Web address in the **ADDRESSES** section.

Privacy Act: Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *http://dms.dot.gov*.

Before acting on this proposal, we will consider all comments we receive on or before the closing date for comments. We will consider comments filed late if it is possible to do so without incurring expense or delay. We may change this proposal in light of the comments we receive.

If you want the FAA to acknowledge receipt of your comments on this proposal, include with your comments a pre-addressed, stamped postcard on which the docket number appears. We will stamp the date on the postcard and mail it to you.

Availability of Rulemaking Documents

You can get an electronic copy using the Internet by:

(1) Searching the Department of Transportation's electronic Docket Management System (DMS) Web page (*http://dms.dot.gov/search*);

(2) Visiting the Office of Rulemaking's Web page at *http://www.faa.gov/avr/arm/index.cfm*; or

(3) Accessing the Government Printing Office's Web page at *http://www.gpoaccess.gov/fr/index.html*.

You can also get a copy by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM–1, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267–9680. Make sure to identify the docket number, notice number, or amendment number of this rulemaking.

Proprietary or Confidential Business Information

Do not file in the docket information that you consider to be proprietary or confidential business information. Send or deliver this information directly to the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this document. You must mark the information that you consider proprietary or confidential. If you send the information on a disk or CD ROM, mark the outside of the disk or CD ROM and also identify electronically within the disk or CD ROM the specific information that is proprietary or confidential.

Under 14 CFR 11.35(b), when we are aware of proprietary information filed with a comment, we do not place it in the docket. We hold it in a separate file to which the public does not have access, and place a note in the docket that we have received it. If we receive a request to examine or copy this information, we treat it as any other request under the Freedom of Information Act (5 U.S.C. 552). We process such a request under the DOT procedures found in 49 CFR part 7.

Background

On December 1, 2006, the Federal Aviation Administration (FAA) issued Notice of Proposed Rulemaking (NPRM) Repair Stations (71 FR 70254, 12/01/2006). In that document, the FAA proposed to amend the regulations for repair stations by revising the system of ratings and requiring repair stations to establish a quality program. The FAA also proposed additional changes critical to maintaining safety. Comments to that document were to be received on or before March 1, 2007.

By letter dated January 26, 2007, the Aeronautical Repair Station Association (ARSA) requested that the FAA extend the comment period for NPRM Repair Stations until June 1, 2007. ARSA represents international organizations involved in designing, producing, operating, and maintaining civil aviation products. The association is mainly made up of repair stations certificated under 14 CFR part 145. Their members will be directly and significantly impacted by the changes proposed in this rulemaking. ARSA requested an extension of the comment period by 90 days to provide sufficient time to collect and compile comments from its membership before submitting those comments to the FAA.

While the FAA concurs with the ARSA's request for an extension of the comment period on the Repair Stations NPRM, the FAA believes that a 90-day extension would be excessive. As the Repair Stations NPRM is lengthy, the FAA provided a 90-day comment period. Although the FAA agrees that additional time for comments may be needed by repair stations that would be affected by the proposal, this need must be balanced against the need to proceed expeditiously with this rulemaking. The FAA believes an additional 45 days would be adequate for ARSA to collect and compile comments from its membership and to provide meaningful comment on the Repair Stations NPRM to the FAA. This will also allow commenters who may have anticipated an extension in the comment period to submit their comments by a certain date. Absent unusual circumstances, the FAA does not anticipate any further extension of the comment period for this rulemaking.

Extension of Comment Period

In accordance with § 11.47(c) of Title 14, Code of Federal Regulations, the FAA has reviewed the request made by ARSA for extension of the comment period to the Repair Stations, NPRM. ARSA has shown a substantive interest in the proposed rule and presented good

cause for the extension. The FAA also has determined that extension of the comment period is consistent with the public interest, and that good cause exists for taking this action.

Accordingly, the comment period for the Repair Stations, NPRM, Docket No. FAA–2006–26408, is extended until April 16, 2007.

Issued in Washington, DC, February 20, 2007.

James J. Ballough,

Director, Flight Standards Service, Aviation Safety.

[FR Doc. E7–3331 Filed 2–26–07; 8:45 am]

BILLING CODE 4910–13–P

RAILROAD RETIREMENT BOARD

20 CFR Part 230

RIN 3220–AA61

Reduction and Nonpayment of Annuities by Reason of Work

AGENCY: Railroad Retirement Board.

ACTION: Proposed rule; withdrawal.

SUMMARY: The above mentioned regulation was previously published as a proposed rule on August 16, 1995 (60 FR 42482). The Railroad Retirement Board has determined not to go final with that proposed rule and hereby withdraws the proposed rule to amend 20 CFR Part 230.

ADDRESSES: 844 North Rush Street, Chicago, Illinois 60611–2092.

FOR FURTHER INFORMATION CONTACT: Marguerite P. Dadabo, Assistant General Counsel, Office of General Counsel, Railroad Retirement Board, (312) 751–4945, FAX (312) 751–7102, TDD (312) 751–4701.

Dated: February 21, 2007.

Beatrice Ezerski,

Secretary to the Board.

[FR Doc. 07–872 Filed 2–26–07; 8:45 am]

BILLING CODE 7905–01–M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 868

[Docket No. 2007N–0019]

Medical Devices; Anesthesiology Devices; Oxygen Pressure Regulators and Oxygen Conserving Devices

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule.

SUMMARY: The Food and Drug Administration (FDA) is publishing a proposed rule to reclassify pressure regulators for use with medical oxygen, currently class I devices included in the generic type of device called pressure regulator, into class II, subject to special controls in the form of a guidance document. Pressure regulators for use with all other medical gases will remain in class I, subject only to general controls. FDA is also proposing to establish a separate classification regulation for oxygen conserving devices (or oxygen conservers), now included in the generic type of device called noncontinuous ventilator. Oxygen conserving devices will continue to be classified in class II, but those that incorporate a built-in oxygen pressure regulator will become subject to the special controls guidance if the rule is finalized. Elsewhere in this issue of the **Federal Register**, FDA is announcing the availability of a class II special controls draft guidance for industry and FDA staff entitled ''Class II Special Controls Guidance Document: Oxygen Pressure Regulators and Oxygen Conserving Devices.'' The agency is proposing this action because it believes that special controls are necessary to provide a reasonable assurance of safety and effectiveness for these devices.

DATES: Submit comments by May 29, 2007. FDA is proposing that any final rule based on this proposed rule be effective 2 years after the date of its publication in the **Federal Register**.

ADDRESSES: You may submit comments, identified by Docket No. 2007N–0019, by any of the following methods:

Electronic Submissions

Submit electronic comments in the following ways:

- Federal eRulemaking Portal: *http://www.regulations.gov*. Follow the instructions for submitting comments.
- Agency Web site: *http://www.fda.gov/dockets/ecomments*. Follow the instructions for submitting comments on the agency Web site.

Written Submissions

Submit written submissions in the following ways:

- FAX: 301–827–6870.
- Mail/Hand delivery/Courier [For paper, disk, or CD–ROM submissions]: Division of Dockets Management (HFA–305), Food and Drug Administration, 5630 Fishers Lane, rm. 1061, Rockville, MD 20852.

To ensure more timely processing of comments, FDA is no longer accepting comments submitted to the agency by e-mail. FDA encourages you to continue to submit electronic comments by using the Federal eRulemaking Portal or the agency Web site, as described in the **ADDRESSES** portion of this document under *Electronic Submissions*.

Instructions: All submissions must include the agency name and Docket No. for this rulemaking. All comments received may be posted without change to *http://www.fda.gov/ohrms/dockets/default.htm*, including any personal information provided. For additional information on submitting comments, see section XII ''What if I Have Comments to the Proposed Rule'' heading in the **SUPPLEMENTARY INFORMATION** section of this document.

Docket: For access to the docket to read background documents or comments received, go to *http://www.fda.gov/ohrms/dockets/default.htm* and insert the docket number, found in brackets in the heading of this document, into the ''Search'' box and follow the prompts and/or go to the Division of Dockets Management, 5630 Fishers Lane, rm. 1061, Rockville, MD 20852.

FOR FURTHER INFORMATION CONTACT: Christy Foreman, Center for Devices and Radiological Health (HFZ–340), Food and Drug Administration, 2094 Gaither Rd., Rockville, MD 20850, 240–276–0120.

SUPPLEMENTARY INFORMATION:

I. What Are the Highlights of the Proposed Rule?

The highlights of the proposed rule are as follows:

- FDA is dividing the classification of pressure regulators into two classification regulations.
- Pressure regulators for use with medical gases other than oxygen will remain in class I.
- Pressure regulators for use with medical oxygen will be identified as ''oxygen pressure regulators'' and will be reclassified into class II (special controls).
- FDA is establishing a separate classification regulation for oxygen conserving devices, which are now included in the generic type of device called noncontinuous ventilators.
- Both noncontinuous ventilators and oxygen conserving devices will remain in class II.
- Oxygen conservers will be classified within their own class according to whether or not the device incorporates a built-in oxygen pressure regulator.
- FDA is establishing a special controls guidance document for oxygen pressure regulators and oxygen conservers that have built-in oxygen pressure regulators entitled ''Class II Special Controls Guidance Document: Oxygen Pressure Regulators and Oxygen