

(1) Replace the switch with a switch specified in paragraph (j)(1)(i), (j)(1)(ii), or (j)(1)(iii) of this AD, in accordance with the applicable service bulletin, except as provided by paragraph (k) of this AD.

(i) Switches having Boeing P/N S231T290-4201 through -4325 inclusive.

(ii) Switches having Korry P/N 4336731004-4201 through -4325 inclusive.

Note 3: One-to-one switch correlation between the existing switches and the new part number switches can be found in Korry Service Bulletin 433-33-06, dated November 7, 2001.

(iii) Switches that have a configuration 'D' master module.

(2) Replace the switch master module with a new configuration 'D' master module in accordance with the applicable service bulletin.

(3) If all switches on a panel assembly have a configuration 'D' master module or have a switch part number specified in paragraph (j)(1)(i) or (j)(1)(ii) of this AD: Revise the part number of the panel assembly in accordance with the applicable service bulletin.

(k) If during any inspection required by paragraph (h) of this AD, a configuration 'D' switch master module is found or the switch part number is specified in paragraph (j)(1)(i) or (j)(1)(ii) of this AD on all switches for a panel assembly: Before further flight, revise the part number of the panel assembly, in accordance with the applicable service bulletin.

Contact the FAA/Removal and Installation Procedures

(l) If the applicable service bulletin specifies removal or installation of certain parts and does not specify removal or installation instructions: Before further flight, remove or install those parts according to a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, or by doing the actions specified in paragraph (l)(1) of this AD for removal or paragraph

(l)(2) of this AD for installation, as applicable.

(1) Remove the module/panel assembly by doing the actions specified in paragraphs (l)(1)(i), (l)(1)(ii), and (l)(1)(iii) of this AD.

(i) Hold the module/panel assembly in position and loosen the quick-release screws.

(ii) Carefully lower the module/panel assembly from the overhead panel.

(iii) Remove the electrical connectors attached to the rear of the module/panel assembly.

(2) Install the module/panel assembly by doing the actions specified in paragraphs (l)(2)(i) and (l)(2)(ii) of this AD.

(i) Make sure that the module/panel assembly is correctly aligned, and connect the electrical connectors to the rear of the unit.

(ii) Carefully lift the module/panel assembly into position and install it with the quick-release screws.

Operational Tests

(m) If any panel assemblies, switches, or master modules are replaced during any action required by this AD: Before further flight, do all applicable operational tests in accordance with the applicable service bulletin, except as provided by paragraph (n) of this AD.

(n) Where paragraph 3.B.14.b.(3) of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-33A2280, Revision 1, dated September 25, 2003, specifies procedures to do a test of the engine ignition control/fuel jettison module assembly, this AD requires that operators dry-motor the engine to remove the fuel from the tailpipe before doing the procedures in paragraph 3.B.14.b.(3). All fuel must be removed from the engine tailpipe before performing the test, because during the test the engine igniter will be energized.

Actions Accomplished According to Previous Issue of Service Bulletins

(o) Actions accomplished before the effective date of this AD in accordance with

Boeing Alert Service Bulletin 747-33A2280, 757-33A0044, 757-33A0045, or 767-33A0087, all dated December 19, 2001, are considered acceptable for compliance with the corresponding action specified in this AD, provided that the actions specified in this AD are done on the switches for the additional panel assemblies specified in Revision 1 of the service bulletin.

Alternative Methods of Compliance (AMOCs)

(p)(1) The Manager, Seattle ACO, 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.

Material Incorporated by Reference

(q) You must use the service bulletins listed in Table 3 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, 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>.

TABLE 3.—MATERIAL INCORPORATED BY REFERENCE

Boeing Alert Service Bulletin—	Revision—	Dated—
747-33A2280	1	September 25, 2003.
757-33A0044	1	September 25, 2003.
757-33A0045	1	September 25, 2003.
767-33A0087	1	September 25, 2003.
767-33A0088, including Appendix A	Original	December 19, 2001.

Issued in Renton, Washington, on January 14, 2008.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-969 Filed 1-23-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-22492; Airspace Docket No. 05-AEA-020]

Amendment of Class E Airspace; St. Marys, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of a direct final rule that amends a Class E airspace area to support Area Navigation (RNAV) Global Positioning System (GPS) Special Instrument Approach Procedures (IAPs) that serve the Elk Regional Medical Center (7PS9), St. Marys, PA.

DATES: Effective 0901 UTC, December 20, 2007. The Director of the Federal Register approves this incorporation by

reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Daryl Daniels, Airspace Specialist, System Support, AJO2-E2B.12, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-5581; fax (404) 305-5572.

SUPPLEMENTARY INFORMATION:

Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on October 30, 2007 (72 FR 61296-61297). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 20, 2007. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, GA on December 17, 2007.

Mark D. Ward,

Manager, System Support Group, Eastern Service Center.

[FR Doc. 08-203 Filed 1-23-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-22490; Airspace Docket No. 05-AEA-018]

Amendment of Class E Airspace; Pottsville, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of a direct final rule that amends a Class E airspace area to support Area Navigation (RNAV) Global Positioning System (GPS) Special Instrument Approach Procedures (IAPs) that serve the Pottsville Hospital (91PN), Pottsville, PA.

DATES: Effective 0901 UTC, December 20, 2007. The Director of the Federal Register approves this incorporation by

reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Daryl Daniels, Airspace Specialist, System Support, AJO2-E2B.12, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-5581; fax (404) 305-5572.

SUPPLEMENTARY INFORMATION:

Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on November 2, 2007 (72 FR 62108-62110). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 20, 2007. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, GA, on December 17, 2007.

Mark D. Ward,

Manager, System Support Group, Eastern Service Center.

[FR Doc. 08-204 Filed 1-23-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2007-29375; Airspace Docket No. 07-AEA-06]

Amendment of Class E Airspace; State College, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; correction, confirmation of effective date.

SUMMARY: The Federal Aviation Administration published in the **Federal Register** of October 30, 2007, (72 FR 61293-61294), a document amending Class E airspace at State College, PA. This action technically corrects the geographical coordinates of the University Park Airport, adds the coordinates for the University Park Airport, adds the coordinates for the Instrument Landing System's (ILS)

Localizer (LOC) and confirms the effective date of the direct final rule that amends Class E airspace to support an Instrument Approach Procedure serving the Centre Community Hospital (PS57), State College, PA.

DATES: Effective 0901 UTC, December 20, 2007. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Daryl Daniels, Airspace Specialist, System Support, AJO2-E2B.12, FAA Eastern Service Center, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-5581; fax (404) 305-5572.

SUPPLEMENTARY INFORMATION:

Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on October 30 (72 FR 61293) amending Class E airspace to support a Special Copter Point in Space Instrument Approach Procedure into the Centre Community Hospital (PS57). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 20, 2007. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Correction to Final Rule

■ After publication, it was observed that a technical correction was required to correct the geographical coordinates for the University Park Airport and to add the University Park Airport's ILS LOC with its coordinates to the legal description. Therefore, in the **Federal Register** Docket No. FAA-2007-29375; Airspace Docket No. 07-AEA-06, published October 10, 2007, (72 FR 61293-61294) make the following correction. On page 61294, in the second column, immediately under "University Park Airport, State College, PA", correct the geographical coordinates to read "(lat. 40°50'57" N., Long. 77°50'55" W.)" On the next line add the following:

University Park Airport ILS LOC
(Lat. 40°50'38" N., long. 77°51'30" W.)