

properly deploy. Alternatively, it must be shown that such deployment is not hazardous to the occupant and will provide the required protection.

4. It must be shown that the inflatable restraint system is not susceptible to inadvertent deployment as a result of wear and tear or the inertial loads resulting from in-flight or ground maneuvers (including gusts and hard landings) that are likely to be experienced in service.

5. It must be extremely improbable for an inadvertent deployment of the restraint system to occur, or an inadvertent deployment must not impede the pilot's ability to maintain control of the airplane or cause an unsafe condition (or hazard to the airplane). In addition, a deployed inflatable restraint must be at least as strong as a Technical Standard Order (C114) certificated belt and shoulder harness.

6. It must be shown that deployment of the inflatable restraint system is not hazardous to the occupant or will not result in injuries that could impede rapid egress. This assessment should include occupants whose restraint is loosely fastened.

7. It must be shown that an inadvertent deployment that could cause injury to a standing or sitting person is improbable. In addition, the restraint must also provide suitable visual warnings that would alert rescue personnel to the presence of an inflatable restraint system.

8. It must be shown that the inflatable restraint will not impede rapid egress of the occupants 10 seconds after its deployment.

9. To comply with HIRF and lightning requirements, the inflatable restraint system is considered a critical system since its deployment could have a hazardous effect on the airplane.

10. It must be shown that the inflatable restraints will not release hazardous quantities of gas or particulate matter into the cabin.

11. The inflatable restraint system installation must be protected from the effects of fire such that no hazard to occupants will result.

12. There must be a means to verify the integrity of the inflatable restraint activation system before each flight or it must be demonstrated to reliably operate between inspection intervals.

13. A life limit must be established for appropriate system components.

14. Qualification testing of the internal firing mechanism must be performed at vibration levels appropriate for a general aviation airplane.

Issued in Kansas City, Missouri on May 25, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-11018 Filed 6-6-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 121

[Docket No. FAA-1998-4521; Amendment No. 121-332]

RIN 2120-AF07

Drug and Alcohol Testing Requirements; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correcting amendment.

SUMMARY: The FAA is correcting a technical amendment to its drug and alcohol testing requirements published on March 15, 2007 (72 FR 12082). The purpose of the technical amendment was to conform those requirements to the National Air Tour Safety Standards. In one paragraph of the regulation, we inadvertently referred to an "antidrug program," when we should have referred to an "Alcohol Misuse Prevention Program."

DATES: Effective June 7, 2007.

FOR FURTHER INFORMATION CONTACT:

Patrice M. Kelly, Deputy Division Manager, Drug Abatement Division, Office of Aerospace Medicine, 800 Independence Ave., SW., Washington, DC, 20591. (202) 267-3123; e-mail: patrice.kelly@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On March 15, 2007 (72 FR 12082), we published a technical amendment that updated several references in the FAA's drug and alcohol testing regulations in title 14 of the Code of Federal Regulations (14 CFR), part 121, appendices I and J. The technical amendment was necessary because amendments in the National Air Tour Safety Standards final rule (72 FR 6884; Feb. 13, 2007) redefined terms used in the drug and alcohol testing regulations.

In the technical amendment, we changed the language in several charts in part 121, appendix J. When we changed the language in section VII.B.3.b., we inadvertently referred to an "antidrug program," when we should have referred to an "Alcohol Misuse

Prevention Program." Appendix J applies to alcohol testing programs, not drug testing programs.

■ Accordingly, 14 CFR part 121 is corrected by making the following correcting amendment:

PART 121—OPERATING REQUIREMENTS: DOMESTIC, FLAG, AND SUPPLEMENTAL OPERATIONS

■ 1. The authority citation for part 121 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 40119, 41706, 44101, 44701-44702, 44705, 44709-44711, 44713, 44716-44717, 44722, 44901, 44903-44904, 44912, 45101-45105, 46105, 46301.

Appendix J—[Amended]

■ 2. Amend Appendix J to Part 121, Section VII.B.3.b., by removing the words "antidrug program" and adding in their place the words "Alcohol Misuse Prevention Program."

Issued in Washington, DC, on June 1, 2007.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

[FR Doc. E7-10973 Filed 6-6-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 136

[Docket No. FAA-1998-4521; Amendment No. 136-1]

RIN 2120-AF07

National Air Tour Safety Standards; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correcting amendments.

SUMMARY: The FAA is correcting references in its Commercial Air Tours and National Parks Air Tour Management regulations to conform to amendments made by the National Air Tour Safety Standards final rule published on February 13, 2007 (72 FR 6884). In addition, the FAA is removing a sentence from the preamble that referred to aircraft certificated as "Experimental Category" and clarifying the applicability of the rule to the "Young Eagles" program.

DATES: Effective June 7, 2007.

FOR FURTHER INFORMATION CONTACT:

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