

Issued in Renton, Washington, on March 31, 2004.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NM-174-AD; Amendment 39-13483; AD 2004-04-03]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-300, -400, and -500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 2004-04-03 that was published in the **Federal Register** on February 18, 2004 (69 FR 7565). The typographical error resulted

in a reference to an incorrect effective date in the compliance time specified in Table 1 of the AD for Group 1 airplanes. This AD is applicable to certain Boeing Model 737 series airplanes. This AD requires a one-time general visual inspection of the seat locks and seat tracks of the flightcrew seats to ensure that the seats lock in position and to verify that lock nuts and bolts of adequate length are installed on the rear track lock bracket, and corrective action, if necessary.

DATES: Effective March 24, 2004.

FOR FURTHER INFORMATION CONTACT:

Shannon Lennon, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 917-6436; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2004-04-03, amendment 39-13483, applicable to certain Boeing Model 737 series airplanes, was published in the **Federal Register** on February 18, 2004 (69 FR 7565). That AD requires a one-time general visual inspection of the seat locks and seat tracks of the flightcrew

seats to ensure that the seats lock in position and to verify that lock nuts and bolts of adequate length are installed on the rear track lock bracket, and corrective action, if necessary.

As published, that final rule incorrectly specifies "September 26, 2001" as the effective date for AD 2000-10-21 in the compliance time specified for Group 1 airplanes in Table 1 of that final rule. The correct effective date of AD 2000-10-21 is "June 12, 2000." It was the FAA's intent that operators use June 12, 2000, to determine the compliance time for Group 1 airplanes as specified in Table 1 of that final rule, as evidenced by the explanatory parenthetical reference "(the effective date of AD 2000-10-21, amendment 39-11745)."

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains March 24, 2004.

§ 39.13 [Corrected]

On page 7566, the second column of Table 1 of AD 2004-04-03 is corrected to read as follows:

* * * * *

TABLE 1.—COMPLIANCE TIME/SERVICE BULLETIN

Airplanes—	Compliance time—	Service bulletin—
For Group 1 airplanes listed in Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002.	Within 90 days after June 12, 2000 (the effective date of AD 2000-10-21, amendment 39-11745).	Boeing Alert Service Bulletin 737-25A1363, dated November 5, 1998.
For Group 2 airplanes listed in Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002.	Within 90 days after the effective date of this AD.	Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002.

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Issued in Renton, Washington, on April 1, 2004.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-8296 Filed 4-12-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004-NM-03-AD; Amendment 39-13514; AD 2004-05-19]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-600, -700, -700C, -800, and -900 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects an error that appeared in airworthiness directive (AD) 2004-05-19 that was published in the **Federal Register** on March 9, 2004 (69 FR 10921). The error resulted in the omission of the phrase "whichever occurs first" in a certain

grace period for the initial compliance time. This AD is applicable to all Boeing Model 737-600, -700, -700C, -800, and -900 series airplanes. This AD requires an inspection of the rear spar attach pins and front spar attach bolts that attach the horizontal stabilizers to the horizontal stabilizer center section for damage; and follow-on or corrective actions, as applicable.

DATES: Effective March 24, 2004.

FOR FURTHER INFORMATION CONTACT:

Nancy Marsh, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6440; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2004-05-19, amendment 39-13514, applicable to all Boeing Model 737-600, -700, -700C, -800, and -900 series airplanes, was

published in the **Federal Register** on March 9, 2004 (69 FR 10921). That AD requires an inspection of the rear spar attach pins and front spar attach bolts that attach the horizontal stabilizers to the horizontal stabilizer center section for damage; and follow-on or corrective actions, as applicable.

As published, in the second row of the "Grace Period" column of Table 1 of AD 2004-05-19, the phrase "whichever occurs first" was inadvertently omitted. The correct grace period should have read, "For airplanes on which Boeing Service Bulletin 737-55-1074, dated August 15, 2002, has been done as of the effective date of this AD: Within 24 months or 6,000 flight cycles since accomplishment of the service bulletin, whichever occurs first."

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains March 24, 2004.

§ 39.13 [Corrected]

On page 10922, in the third column, and on page 10933, in the first column, Table 1 of paragraph (a) of AD 2004-05-19 is corrected to read as follows:

* * * * *

(a) * * *

TABLE 1.—INITIAL COMPLIANCE TIME

Threshold	Grace period
Prior to the accumulation of 15,000 total flight cycles or 60 months since the date of issuance of the original Airworthiness Certificate or the date of issuance of the Export Certificate of Airworthiness, whichever occurs first.	For airplanes on which Boeing Service Bulletin 737-55-1074, dated August 15, 2002, has not been done as of the effective date of this AD: Within 90 days after the effective date of this AD.
	For airplanes on which Boeing Service Bulletin 737-55-1074, dated August 15, 2002, has been done as of the effective date of this AD: Within 24 months or 6,000 flight cycles since accomplishment of the service bulletin, whichever occurs first.

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Issued in Renton, Washington, on April 6, 2004.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-8297 Filed 4-12-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-17341; Airspace Docket No. 02-ASO-4]

Establishment of Class D Airspace; Greenville Donaldson Center, SC, Amendment of Class E Airspace; Greer, Greenville-Spartanburg Airport, SC, and Amendment of Class E Airspace; Greenville, SC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; confirmation of effective date.

SUMMARY: This action confirms the new effective date for the establishment of Class D airspace at Greenville Donaldson Center, SC, the amendment of Class E2 airspace at Greer, Greenville-Spartanburg Airport, SC, and the amendment of Class E5 airspace at Greenville, SC. The construction of a new federal contract tower with a weather reporting system was delayed; therefore, the effective date of the establishment of Class D and E2 airspace and amendment of Class E5 airspace was also delayed.

EFFECTIVE DATE: The effective date of November 28, 2002, published on May 1, 2002, (67 FR 21575), and subsequently delayed indefinitely (67 FR 65872), is now 0901 UTC, August 5, 2004.

FOR FURTHER INFORMATION CONTACT:

Walter R. Cochran, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

SUPPLEMENTARY INFORMATION:

History

Airspace Docket No. 02-ASO-04, published in the **Federal Register** on May 1, 2002 (67 FR 21575), established Class D airspace at Greenville Donaldson Center, SC, amended Class E2 airspace at Greer, Greenville-Spartanburg Airport, SC, and amended Class E5 airspace at Greenville, SC. The construction of a federal contract tower with a weather reporting system at Donaldson Center Airport made this

action necessary. This action was originally scheduled to become effective on November 28, 2002; however, an unforeseen delay in beginning construction on the tower required the effective date of this action to be delayed. Construction is now nearing completion.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (Air).

Confirmation of Effective Date

■ The effective date on Airspace Docket No. 02-ASO-4 is hereby confirmed to be August 5, 2004.

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

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Issued in College Park, Georgia, on March 24, 2004.

Jeffrey U. Vincent,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 04-8360 Filed 4-12-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-16861; Airspace Docket No. 04-ASO-1]

Amendment of Class D and E4 Airspace; Homestead, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D and E4 airspace at Homestead, FL. The name of the airport has changed from Dade County—Homestead Regional