

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to the correction of the final rule published in the **Federal Register** on June 25, 2003. The first correction changed assigned amendment numbers. This action makes further corrections to assigned amendment numbers.

**EFFECTIVE DATE:** This correction is effective on February 11, 2004.

**FOR FURTHER INFORMATION CONTACT:** Mike Dosert, telephone (425) 227-2132.

#### Correction

■ In correction to the final rule FR Doc. 03-16001, published on June 25, 2003 (68 FR 37735), make the following corrections:

■ 1. On page 37735, at the bottom of column 2, in the heading section, beginning on line 4, correct "Amendment. Nos. 21-83, 91-272, 121-285, 125-40, 129-35; Special Federal Aviation Regulation No. 88" to read "Amendment. Nos. 21-83, 91-277, 121-295, 125-40, 129-35; Special Federal Aviation Regulation No. 88".

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

[FR Doc. 04-2878 Filed 2-10-04; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### 14 CFR Parts 25, 91, 121, 125, and 135

[Docket No. FAA-2000-7909; Amdt. Nos. 25-110, 91-279, 121-301, 125-43, 135-90]

**RIN 2120-AG91**

##### Improved Flammability Standards for Thermal/Acoustic Insulation Materials Used in Transport Category Airplanes; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to the amendment numbers in the final rule published in the **Federal Register** on July 31, 2003. That rule adopted upgraded flammability standards for thermal and acoustic insulation materials used in transport category airplanes.

**EFFECTIVE DATE:** This correction is effective on February 11, 2004.

**FOR FURTHER INFORMATION CONTACT:** Jeff Gardlin, (425) 227-2136.

#### Correction

■ In the final rule FR Doc. 03-18612 published on July 31, 2003, (68 FR 45046), make the following corrections:

■ 1. On page 45046, in column 1, in the heading section, beginning on line 4 correct "Amdt. Nos. 25-110, 91-275, 121-289, 125-43, 135-85" to read "Amdt. Nos. 25-110, 91-279, 121-301, 125-43, 135-90".

Issued in Washington, DC, on January 30, 2004.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

[FR Doc. 04-2875 Filed 2-10-04; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### 14 CFR Part 39

[Docket No. 2002-NM-213-AD; Amendment 39-13465; AD 2004-03-21]

**RIN 2120-AA64**

##### Airworthiness Directives; McDonnell Douglas Model 717-200 Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model 717-200 airplanes, that requires inspection of the inboard ends of the outer skin panels of the horizontal stabilizer at Station Xh=±7.234 for material defects, and corrective action, if necessary. This action is necessary to detect material defects in the inboard ends of the outer skin panels of the horizontal stabilizer, which could lead to cracks and an associated loss of strength in the attachments, and consequent reduced structural integrity of the horizontal stabilizer. This action is intended to address the identified unsafe condition.

**DATES:** Effective March 17, 2004.

The incorporation by reference of a certain publication listed in the regulations is approved by the Director of the Federal Register as of March 17, 2004.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). This information may be examined at the Federal Aviation

Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Maureen Moreland, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5238; fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model 717-200 airplanes was published in the **Federal Register** on September 18, 2003 (68 FR 54690). That action proposed to require inspection of the inboard ends of the outer skin panels of the horizontal stabilizer at Station Xh=±7.234 for material defects, and corrective action, if necessary.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

#### Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### Cost Impact

There are approximately 56 airplanes of the affected design in the worldwide fleet. The FAA estimates that 41 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required inspection, and that the average labor rate is \$65 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$10,660, or \$260 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include