

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]

**BILLING CODE 4910-13-P**

**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]

**BILLING CODE 4910-13-M**

**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

Airport to Homestead Air Reserve Base (ARB). As a result of an evaluation, it has been determined a modification should be made to the Homestead, FL, Class D and E4 airspace areas to contain the Tactical Air Navigation (TACAN) or Instrument Landing System (ILS) Runway (RWY) 5, Standard Instrument Approach Procedure (SIAP) to the Homestead ARB. Additional surface area airspace is needed to contain the SIAP.

**EFFECTIVE DATE:** 0901 UTC, June 10, 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) 305-5627.

**SUPPLEMENTARY INFORMATION:**

**History**

On February 19, 2004, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D and E4 airspace at Homestead ARB, FL (69 FR 7713). This action provides adequate Class D and E4 airspace for IFR operations at Homestead ARB, FL. Designations for Class D airspace areas extending upward from the surface of the earth and Class E airspace designations for airspace designated as surface areas are published in Paragraphs 5000 and 6004 respectively, of FAA Order 7400.9L, dated September 2, 2003, and effective September 16, 2003, which is incorporated by reference in 14 CFR part 71.1. The Class D and E designations listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

**The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class D and E4 airspace at Homestead ARB, FL.

The FAA has determined that this proposed 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) does not warrant

preparation of a Regulatory Evaluation as the anticipated impact is 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).

**Adoption of the Amendment**

■ In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR Part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

**§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9L, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

*Paragraph 5000 Class D Airspace*

\* \* \* \* \*

**ASO FL D Homestead, FL [Revised]**

Homestead ARB, FL  
(Lat. 25°29'18" N., long. 80°23'01" W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 5.5-mile radius of Homestead ARB.

\* \* \* \* \*

*Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area*

\* \* \* \* \*

**ASO FL E4 Homestead, FL [Revised]**

Homestead ARB, FL  
(Lat. 25°29'18" N., long. 80°23'01" W.)

That airspace extending upward from the surface within 1.5 miles each side of the 50° bearing and the 230° bearing from Homestead ARB extending from the 5.5-mile radius to 7 miles northeast and southwest of the airport.

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Issued in College Park, Georgia on March 31, 2004.

**Jeffrey U. Vincent,**

*Acting Manager, Air Traffic Division, Southern Region.*

[FR Doc. 04-8357 Filed 4-12-04; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2004-16904; Airspace Docket No. 04-ASO-2]

**Establishment of Class E Airspace; Jamestown, KY; Correction**

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

**ACTION:** Correcting amendment.

**SUMMARY:** This document contains a correction to the final rule (FAA-2004-16904; 04-ASO-2), which was published in the **Federal Register** on March 23, 2004, (69 FR 13470), establishing Class E5 airspace at Jamestown, KY. This action corrects an error in the legal description for the Class E5 airspace at Russell County Airport, KY.

**EFFECTIVE DATE:** Effective 0901 UTC, June 10, 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) 305-5627.

**SUPPLEMENTARY INFORMATION:**

**Background**

Federal Register Document 04-6453, Docket No. FAA-2004-16904; Airspace Docket 04-ASO-2, published on March 23, 2004, (69 FR 13470), establishes Class E5 airspace at Russell County Airport, KY. An error was discovered in the legal description, describing the Class E5 airspace area. The word "mile" was inadvertently omitted after 6.5 and before the word radius. This action corrects the error.

Designations for Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth are published in Paragraph 6005 of FAA Order 7400.9L, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.