

paragraph (f) of this AD may be removed from the AFM. Although the service bulletin specifies reporting accomplishment of the service bulletin to the manufacturer, this AD does not require that action.

(1) If damage that may interfere with the movement of the control column is found during any visual check performed in accordance with the AFM revision required by paragraph (f) of this AD: Before further flight.

(2) If no damage that may interfere with the movement of the control column is found during any visual check performed in accordance with the AFM revision required by paragraph (f) of this AD: Within 15 days or 15 flight hours after the effective date of this AD, whichever is first.

#### Repairs

(h) If any cracking is found during any inspection required by this AD, or if the distance between existing and new fastener holes is less than the limit specified in Raytheon Service Bulletin SB 23-3727, dated May 2005, and the service bulletin specifies contacting Raytheon for appropriate action: Before further flight, repair the cracking or do other applicable corrective actions according to a method approved by the Manager, Special Certification Office, ASW-190, FAA. For a repair or corrective action method to be approved by the Manager, Special Certification Office, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

**Note 2:** A note in the Accomplishment Instructions of the Raytheon service bulletin instructs operators to contact Raytheon if any difficulty is encountered in accomplishing the service bulletin. However, any deviation from the instructions provided in the service bulletin must be approved as an alternative method of compliance (AMOC) under paragraph (i) of this AD.

#### AMOCs

(i) The Manager, Special Certification Office, ASW-190, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

#### Related Information

(j) Bombardier Advisory Wire AW600-00-2247, Revision 2, dated March 24, 2005, addresses the subject of this AD.

#### Material Incorporated by Reference

(k) You must use Raytheon Service Bulletin SB 23-3727, dated May 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Raytheon Aircraft Company, P.O. Box 3356, Little Rock, Arkansas 72203; or Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW, room PL-401, Nassif Building,

Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on May 20, 2005.

**Michael J. Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 65

[Docket No. FAA-2001-11133; Amdt. 65-45]

**RIN 2120-AH19**

#### Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects information regarding the training course design for the repairman certificate (light-sport aircraft) discussed in the preamble of the final rule, "Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft," published in the **Federal Register** of July 27, 2004. The regulatory text addressing this matter was correct and no correction to that text is required.

**DATES:** The final rule published at 69 FR 44772 (July 27, 2004) was effective September 1, 2004.

**FOR FURTHER INFORMATION CONTACT:** Michael W. Brown, Certification and General Aviation Operations Branch Manager (AFS-810), 202-267-8212.

#### Correction

In final rule FR Doc. 04-16577, beginning on page 44772 in the **Federal Register** of July 27, 2004, make the following correction to the preamble discussion of § 65.107 Repairman certificate (light-sport aircraft): Eligibility, privileges and limits:

■ On page 44849, in the third column, in the 22nd line, the words "performs a task with supervision" should have read, "performs a task without supervision."

Issued in Washington, DC, on May 20, 2005.

**Rebecca B. MacPherson,**

*Assistant Chief Counsel, Regulations Division.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2005-20574; Airspace Docket No. 05-ACE-11]

#### Establishment of Class E2 Airspace; and Modification of Class E5 Airspace; Chillicothe, MO

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

**ACTION:** Final rule.

**SUMMARY:** This rule establishes a Class E surface area at Chillicothe, MO. It also modifies the Class E airspace area extending upward from 700 feet above the surface at Chillicothe, MO.

The effect of this rule is to provide appropriate controlled Class E airspace for aircraft department from and executing instrument approach procedures to Chillicothe Municipal Airport and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.

**DATES:** Effective 0901 UTC, July 7, 2005.

**FOR FURTHER INFORMATION CONTACT:** Brenda Mumper, Air Traffic Division, Airspace Branch, ACE-520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2524.

#### SUPPLEMENTARY INFORMATION:

#### History

On Tuesday, April 12, 2005, the FAA proposed to amend 14 CFR part 71 to establish a Class E surface area and to modify other Class E airspace at Chillicothe, MO (70 FR 19027). The proposal was to establish a Class E surface area at Chillicothe, MO. It was also to modify the Class E5 airspace area to bring it into compliance with FAA directives. 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