

# Rules and Regulations

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2003–CE–47–AD; Amendment 39–13584; AD 2004–08–15]

RIN 2120–AA64

#### Airworthiness Directives; Goodrich Avionics Systems, Inc. TAWS8000 Terrain Awareness Warning System

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 2004–08–15, which was published in the *Federal Register* on April 21, 2004 (69 FR 21393), and applies to all Goodrich Avionics Systems, Inc. (Goodrich) TAWS8000 terrain awareness warning systems (TAWS) that are installed on airplanes. We incorrectly referred to paragraph (d)(1) in the Compliance column of paragraph (e)(2). The correct reference is (e)(1). This action corrects the table in paragraph (e) of AD 2004–08–15, Amendment 39–13584.

**EFFECTIVE DATE:** The effective date of this AD remains June 7, 2004.

**FOR FURTHER INFORMATION CONTACT:** Brenda S. Ocker, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294–7126; facsimile: (847) 294–7834.

#### SUPPLEMENTARY INFORMATION:

#### Discussion

On April 13, 2004, FAA issued AD 2004–08–15, Amendment 39–13584 (69 FR 21393), that applies to all Goodrich TAWS8000 terrain awareness warning systems (TAWS) that are installed on airplanes. This AD requires you to inspect the TAWS installation and

modify any TAWS where both the TAWS and any other device are connected to the same baro set potentiometer. This AD also prohibits future installation or reconfiguration of any TAWS8000 TAWS that does not incorporate hardware “Mod C”.

#### Need for the Correction

The FAA incorrectly referred to paragraph (d)(1) in the Compliance column of paragraph (e)(2). The correct reference is (e)(1). This action corrects the table in paragraph (e) of AD 2004–08–15, Amendment 39–13584.

This correction is needed to ensure that the affected airplane owners/operators do the corrective action after the inspection required in paragraph (e)(1).

#### Correction of Publication

■ Accordingly, the publication of April 21, 2004 (69 FR 21393), of Amendment 39–13584; AD 2004–08–15, which was the subject of FR Doc. 04–8792, is corrected as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

##### § 39.13 [Corrected]

■ On page 21395, in § 39.13 [Amended], 2., replace the text in the Compliance column of paragraph (e)(2) of the AD with the following text: Before further flight after the inspection required in paragraph (e)(1) of this AD.”

■ Action is taken herein to correct this reference in AD 2004–08–15 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains June 7, 2004.

Issued in Kansas City, Missouri, on May 18, 2004.

**James E. Jackson,**

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

[FR Doc. 04–11704 Filed 5–24–04; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2004–17721; Airspace Docket No. 04–ACE–ACE–33]

#### Modification of Class E Airspace; Mosby, MO

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action amends Title 14 Code of Federal Regulations, part 71 (14 CFR 71) by revising Class E airspace at Mosby, MO. On March 1, 2004, a redefined airport reference point (ARP) for Clay County Regional Airport was published in the National Flight Data Digest. A review of controlled airspace at Mosby, MO revealed the Class E airspace area extending upward from 700 feet Above Ground Level (AGL) does not comply with FAA Orders. This action incorporates the revised ARP, expands the area slightly to comply with the criteria for 700 feet above ground level (AGL) airspace required for diverse departures, modifies the extension and brings the Mosby, MO Class E airspace area into compliance with FAA Orders.

**DATES:** This direct final rule is effective on 0901 UTC, September 30, 2004. Comments for inclusion in the Rules Docket must be received on or before July 26, 2004.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590–0001. You must identify the docket number FAA–2004–17721/ Airspace Docket No. 04–ACE–33, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1–800–647–5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.