

**What Cessna Accessory Kits Are Affected by This AD?**

(d) The following is a list of the affected Cessna accessory kits:

**CESSNA ACCESSORY KIT**

- AK140-10
- AK150-7
- AK150-121
- AK170-10
- AK177-10
- AK182-75
- AK195-10

**CESSNA ACCESSORY KIT—Continued**

- AK210-77
- AK210-93
- AK210-171
- AK210-172
- AK210-173
- AK210-174
- AK336-32
- AK336-36
- AK336-103

**Note:** Retainer springs, part number (P/N) 443030-401, used in Cessna service kits are not affected by this AD.

**What Is the Unsafe Condition Presented in This AD?**

(e) The actions specified in this AD are intended to prevent slippage of the pilot/co-pilot shoulder harness, which could result in failure of the shoulder harness to maintain proper belt length adjustment and tension. This failure could result in pilot/co-pilot injury.

**What Must I Do To Address This Problem?**

(f) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect only the upper shoulder harness adjuster (part number (P/N) 443030-401) for the presence of a retainer spring.	Within the next 25 hours time-in-service (TIS) after November 1, 2004 (the effective date of this AD).	Follow Cessna Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service Bulletin MEB86-22, Revision 1, both dated July 28, 2003.
(2) If a retainer spring is found during the inspection of the upper shoulder harness adjuster (P/N 443030-401) required in paragraph (f)(1) of this AD: (i) Remove the spring by cutting each side; and (ii) stamp out the -401 identification number.	Prior to further flight after the inspection required in paragraph (f)(1) of this AD.	Follow Cessna Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service Bulletin MEB86-22, Revision 1, both dated July 28, 2003.
(3) If a retainer spring is not found during the inspection of the upper shoulder harness adjuster (P/N 443030-401) required in paragraph (f)(1) of this AD, make an entry in the airplane log book showing compliance with this AD.	Prior to further flight after the inspection required in paragraph (f)(1) of this AD.	Follow Cessna Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service Bulletin MEB86-22, Revision 1, both dated July 28, 2003.
(4) Only incorporate Cessna Accessory Kits identified in paragraph (d) of this AD that have been inspected and modified in accordance with paragraphs (f)(1), (f)(2), (f)(2)(i), and (f)(2)(ii) of this AD.	As of November 1, 2004 (the effective date of this AD).	Follow Cessna Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service bulletin MEB86-22, Revision 1, both dated July 28, 2003.

(g) If you did the actions of this AD using Cessna Single Engine Service Bulletin SEB86-8 and Cessna Multi-engine Service Bulletin MEB86-22, both dated November 21, 1986, no further action is required as long as you used shoulder harness adjuster, P/N 443030-401.

**May I Request an Alternative Method of Compliance?**

(h) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Gary D. Park, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4123; facsimile: (316) 946-4107.

**Does This AD Incorporate Any Material by Reference?**

(i) You must do the actions required by this AD following the instructions in Cessna Single Engine Service Bulletin SEB86-8, Revision 1, and Cessna Multi-engine Service Bulletin MEB86-22, Revision 1, both dated July 28, 2003. The Director of the Federal Register approved the incorporation by

reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on September 8, 2004.

**Dorenda D. Baker,**  
*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 04-20774 Filed 9-16-04; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2004-18818; Airspace Docket No. 04-ACE-44]

**Modification of Class E Airspace; Fremont, NE**

**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 Fremont, NE. A review of controlled airspace for Fremont Municipal Airport revealed it does not comply with the criteria for 700 feet above ground level (AGL) airspace required for diverse departures. The review also identified discrepancies in the legal description for the Fremont, NE Class E airspace area. The area is modified and enlarged to conform to the criteria in FAA Orders.

**DATES:** This direct final rule is effective on 0901 UTC, January 20, 2005. Comments for inclusion in the Rules Docket must be received on or before October 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-2004-18818/Airspace Docket No. 04-ACE-44, 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.

**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:** This amendment to 14 CFR part 71 modifies the Class E airspace area extending upward from 700 feet above the surface at Fremont, NE. An examination of controlled airspace for Fremont Municipal Airport revealed it does not meet the criteria for 700 feet AGL airspace required for diverse departures as specified in FAA Order 7400.2E, Procedures for Handling Airspace Matters. The criteria in FAA Order 7400.2E for an aircraft to reach 1200 feet AGL is based on a standard climb gradient of 200 feet per mile plus the distance from the airport reference point to the end of the outermost runway. Any fractional part of a mile is converted to the next higher tenth of a mile. The examination also identified discrepancies in the Fremont, NE Class E airspace legal description. This amendment expands the airspace area from a 7-mile radius to a 7.6-mile radius of Fremont Municipal Airport, corrects format errors in the legal description and brings the legal description of the Fremont, NE Class E airspace area into compliance with FAA Order 7400.2E. This area will be depicted on appropriate aeronautical charts. 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 7400.9M, Airspace Designations and Reporting Points,

dated August 30, 2004, and effective September 16, 2004, 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.

#### The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

#### Comments Invited

Interested parties are invited to participate in this rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2004-18818/Airspace Docket No. 04-ACE-44." The postcard will be date/time stamped and returned to the commenter.

#### Agency Findings

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national government and the States,

or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, 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

■ Accordingly, the Federal Aviation Administration amends 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 7400.9M, dated August 30, 2004, and effective September 16, 2004, is amended as follows:

\* \* \* \* \*

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### ACE NE E5 Fremont, NE

Fremont Municipal Airport, NE  
(Lat. 41°26'57" N., long. 96°31'13" W.)

That airspace extending upward from 700 feet above the surface within a 7.6-mile radius of Fremont Municipal Airport.

\* \* \* \* \*

Issued in Kansas City, MO, on September 8, 2004.

**Paul J. Sheridan,**

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

[FR Doc. 04-21010 Filed 9-16-04; 8:45 am]

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## COMMODITY FUTURES TRADING COMMISSION

### 17 CFR Part 1

RIN 3038-AB64

#### Minimum Financial and Related Reporting Requirements for Futures Commission Merchants and Introducing Brokers; Correction

**AGENCY:** Commodity Futures Trading Commission.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects typographical errors in a final rule that was published in the **Federal Register** on August 12, 2004. This document also corrects the inadvertent omission of technical corrections that were described in the preamble of the published document but which were not included in the amendatory language of the final rule.

**DATES:** Effective as of September 30, 2004.

**FOR FURTHER INFORMATION CONTACT:** Thelma Diaz, Special Counsel, at (202) 418-5137, Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street, NW., Washington, DC 20581. Electronic mail: *tdiaz@cftc.gov*.

**SUPPLEMENTARY INFORMATION:** In a document published in the **Federal Register** of August 12, 2004 (69 FR 49784), the Commodity Futures Trading Commission ("Commission") announced amendments to Commission rules relating to the minimum financial and related reporting requirements for futures commission merchants and introducing brokers. As discussed in the preamble, at page 49791, footnote 36, the amendments included technical corrections to revise references to "1.17(a)(1)(ii)" to read "1.17(a)(1)(iii)" within Rules 1.10(j)(8) and 1.17(a)(2), in order to reflect prior Commission rulemaking that had redesignated Rule 1.17(a)(1)(ii). However, these technical corrections were inadvertently omitted from the amendatory language in the published document, and the amendatory language also contained typographical errors. This document corrects both the omission and the typographical errors in the published document.

■ In FR Doc. 04-18349, appearing at pages 49784 through 49800 in the **Federal Register** of Thursday, August 12, 2004, the following corrections are made:

#### PART 1—[Corrected]

■ 1. On page 49795, in the second column, in amendatory instruction Number 2, beginning in the second line, the language that reads "(e), and (f)" is corrected to read "(e), (f), and (j)(8)(ii)(A)".

#### § 1.10 [Corrected]

■ 2. On page 49795, in the third column, in § 1.10, in paragraph (c)(3), seventh line, the phrase "a registrant" in corrected to read "an applicant".

■ 3. On page 49797, in the first column, in § 1.10, in paragraph (f)(1)(ii)(B), in the last line of the paragraph, the phrase subparagraph (f)(1)(ii) is corrected to read as "paragraph (f)(1)(ii)".

■ 4. On page 49797, in the first column, in § 1.10, after the five asterisks that follow paragraph (f)(2)(ii), and before amendatory instruction Number 3, the section is corrected by adding the following:

(j) \* \* \*

(8) \* \* \*

(ii)(A) Notwithstanding the provisions of paragraph (j)(8)(i) of this section or of § 1.17(a), an introducing broker that is a party to a guarantee agreement that has been terminated in accordance with the provisions of paragraph (j)(5)(ii) of this section shall not be deemed to be in violation of the minimum adjusted net capital requirement of § 1.17(a)(1)(iii) or (a)(2) for 30 days following such termination. Such an introducing broker must cease doing business as an introducing broker on or after the effective date of such termination, and may not resume doing business as an introducing broker unless and until it files a new agreement or either:

\* \* \* \* \*

#### § 1.16 [Corrected]

■ 5. On page 49798, following the second column, in amendatory instruction Number 4, the section heading "§ 11.16 Qualifications and reports of accountants" is corrected to read as "§ 1.16 Qualifications and reports of accountants".

■ 6. On page 49799, in the first column, in amendatory instruction Number 5, the second line, the language that reads "paragraphs (a)(1)(i)(B) and (b)(4)" is corrected to read as "paragraph (a)(1)(i)(B), the first sentence of paragraph (a)(2)(ii), and paragraph (b)(4)".

#### § 1.17 [Corrected]

■ 7. On page 49799, in the first column, in § 1.17, after the five asterisks that follow paragraph (a)(1)(i)(B)(2), and before paragraph (b), the section is corrected by adding the following:

(2) \* \* \*

(ii) The minimum requirements of paragraph (a)(1)(iii) of this section shall not be applicable to an introducing broker which elects to meet the alternative adjusted net capital requirement for introducing brokers by operation pursuant to a guarantee agreement which meets the requirements set forth in § 1.10(j). \* \* \*

\* \* \* \* \*

Issued in Washington, DC, on September 13, 2004, by the Commission.

**Jean A. Webb,**

*Secretary of the Commission.*

[FR Doc. 04-21021 Filed 9-16-04; 8:45 am]

BILLING CODE 6351-01-M

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 100

[CGD05-04-158]

RIN 1625-AA08

#### Special Local Regulations for Marine Events; Patapsco River, Inner Harbor, Baltimore, MD

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing temporary special local regulations during the "Catholic Charities Dragon Boat Races," a marine event to be held September 18, 2004, on the waters of the Patapsco River, Inner Harbor, Baltimore, MD. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to temporarily restrict vessel traffic in a portion of the Inner Harbor during the event.

**DATES:** This rule is effective from 6:30 a.m. to 6:30 p.m. on September 18, 2004.

**ADDRESSES:** Documents indicated in this preamble as being available in the docket, are part of docket CGD05-04-158 and are available for inspection or copying at Commander (Aoax), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004, between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.