

prompted by several reports of failure of the auxiliary hydraulic pump systems. The requirements of that AD are intended to prevent failure of the electric motors of the hydraulic pump and associated wiring, which could result in fire at the auxiliary hydraulic pump and consequent damage to the adjacent electrical equipment and/or structure.

The repetitive inspections required by AD 2004-05-20 and proposed in NPRM, Docket 2003-NM-119-AD, are identical to those in AD 2001-14-08, but at different intervals. Accomplishment of the modification and the 2,500 flight-hour inspections requirements of AD 2004-05-20 adequately addresses the identified unsafe condition.

#### FAA's Determination

Upon further consideration, we have determined that we need to rescind AD 2001-14-08 to prevent operators from performing duplicate actions.

Since this action rescinds a requirement to perform a duplicate action, it has no adverse economic impact and imposes no additional burden on any person. Therefore, providing notice and opportunity for public comment is unnecessary before this AD is issued, and this AD may be made effective in less than 30 days after it is published in the **Federal Register**.

#### Other Relevant Rulemaking

For the reasons discussed previously, we are also planning to withdraw NPRM, Docket 2003-NM-119-AD, in a separate rulemaking action.

#### Comments Invited

Although this is a final rule that was not preceded by notice and an opportunity for public comment, we invite you to submit any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2004-18978; Directorate Identifier 2004-NM-127-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of our docket web site, anyone can find and read the comments

in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You can review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you can visit <http://dms.dot.gov>.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications with you. You can get more information about plain language at <http://www/faa.gov/language> and <http://www.plainlanguage.gov>.

#### The Rescission

■ Accordingly, according to the authority delegated to me by the Administrator, the FAA amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

■ 2. Section 39.13 is amended by removing amendment 39-12319 (66 FR 36441, July 12, 2001).

**2001-14-08 R1 McDonnell Douglas:**  
Amendment 39-13780. Docket No. 2004-NM-127-AD.

#### Effective Date

(a) This AD becomes effective September 1, 2004.

#### Affected ADs

(b) This action rescinds AD 2001-14-08, Amendment 39-12319.

#### Applicability

(c) This action applies to Model DC-10 and MD-10 series airplanes, as listed in McDonnell Douglas Alert Service Bulletin DC10-29A142, Revision 01, dated October 21, 1999; and Model MD-11 series airplanes, as listed in McDonnell Douglas Alert Service Bulletin MD11-29A057, Revision 01, dated October 21, 1999; certificated in any category.

Issued in Renton, Washington, on August 20, 2004.

**Kevin M. Mullin,**

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

[FR Doc. 04-19924 Filed 8-31-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 91

[Docket No. FAA-2001-11133; Amendment No. 91-282]

RIN 2120-AH19

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

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an inadvertent error in a correction published in the **Federal Register** on Wednesday, August 18, 2004 (69 FR 51162). The correction related to a final regulation published in the **Federal Register** of Tuesday, July 27, 2004 (69 FR 44772) on the certification of aircraft and airmen for the operation of light-sport aircraft.

**DATES:** The regulation is effective September 1, 2004.

**FOR FURTHER INFORMATION CONTACT:** Susan Gardner, Flight Standards Service, General Aviation and Commercial Division (AFS-800), Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone 907-271-2034, or 202-267-8212.

**SUPPLEMENTARY INFORMATION:** In FR Doc. 04-18904 appearing on page 51162 in the **Federal Register** of Wednesday, August 18, 2004, which corrected an amendment to § 91.319, in the **DATES** caption, "The regulation is effective September 4, 2004" is corrected to read "The regulation is effective September 1, 2004."

Issued in Washington, DC, on August 27, 2004.

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

[FR Doc. 04-19936 Filed 8-27-04; 1:33 pm]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[CGD01-04-105]

#### Drawbridge Operation Regulations: Connecticut River, CT

**AGENCY:** Coast Guard, DHS.