

AD thereafter at intervals not to exceed 18 months, until the requirements of paragraph (d) of this AD are accomplished.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Concurrent Requirements

(c) The actions required by paragraphs (a) and (b) of this AD must be done before or concurrently with the requirements of paragraph (d) of this AD. Replacement of any sensor strut with a sensor strut having part number (P/N) F5757492600000, during accomplishment of paragraph (b) of this AD, is acceptable for compliance with paragraph (d) of this AD, for that strut.

Terminating Action

(d) Within 30 months after the effective date of this AD: Replace all existing sensor struts with new, improved sensor struts having P/N F5757492600000 per the Accomplishment Instructions of Airbus Service Bulletin A330-27-3092 (for Model A330 series airplanes); or A340-27-4098 (for Model A340-200 and -300 series airplanes); both dated February 14, 2003; as applicable. Accomplishment of this replacement constitutes terminating action for the repetitive inspections required by paragraphs (a) and (b) of this AD.

Actions Done per Previous Issue of Service Bulletins

(e) Accomplishment of the specified actions before the effective date of this AD per Airbus Service Bulletin A330-27-3091, dated February 2, 2002, Revision 01, dated May 17, 2002, or Revision 02, dated September 5, 2002; or A340-27-4097, dated February 6, 2002, Revision 01, dated May 17, 2002, or Revision 02, dated September 5, 2002; as applicable; is considered acceptable for compliance with the applicable requirements of paragraphs (a) and (b) of this AD.

Submission of Information Not Required

(f) Although the service bulletins specify to send inspection results to the manufacturer, that action is not required by this AD.

Alternative Methods of Compliance

(g) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

Note 2: The subject of this AD is addressed in French airworthiness directives F-2003-425 and F-2003-426, both dated December 10, 2003.

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

Kevin M. Mullin,

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Issued in Anchorage, AK, on August 23, 2004.

Judith G. Heckl,

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2004-17608; Airspace
Docket No. 04-AAL-07]

Proposed Establishment of Class E Airspace; Teller, AK

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking;
correction.

SUMMARY: This action corrects an error under the airspace description contained in a NPRM that was published in the **Federal Register** on Wednesday, June 9, 2004 (69 FR 32291). The NPRM proposed the establishment of Class E airspace upward from 700 feet (ft.) and 1,200 ft. above the surface at Teller, AK.

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SUPPLEMENTARY INFORMATION:

History

Federal Register Document 04-12970 published on Wednesday, June 9, 2004 (69 FR 32291), proposed to establish Class E airspace at Teller, AK. The coordinate describing the center point of airspace upward from 1,200 ft. above the surface was incorrect. This action corrects that error.

Accordingly, pursuant to the authority delegated to me, the coordinate describing the center point of airspace upward from 1,200 ft. above the surface as published in the **Federal Register** Wednesday, June 9, 2004 (69 FR 32291), (FR Doc 04-12970), is corrected as follows:

§ 71.1 [Amended]

1 On page 32293, Column 1, under the airspace description, in the sixth line, "166°53'16" N" should read, "165°53'16" N".

