

## The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**Boeing:** Docket No. FAA-2004-18877; Directorate Identifier 2002-NM-340-AD.

#### Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this AD action by October 1, 2004.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Boeing Model 737-100, -200, -200C, and -300 series airplanes, certificated in any category; line numbers 1 through 1670 inclusive.

#### Unsafe Condition

(d) This AD was prompted by reports of discrepancies of the lugs on the support fitting of the main landing gear (MLG) beam. We are issuing this AD to prevent separation of the support beam of the MLG from the rear spar, which could cause cracking of the MLG support fitting and a consequent leak in the wing fuel tank or collapse of the MLG.

#### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

#### Inspection

(f) Prior to the accumulation of 15,000 total flight cycles, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later: Perform a detailed inspection to detect cracking of the retaining pin lugs of the support fitting of the MLG beam, or elongation of a bolt hole in a lug, per the Accomplishment Instructions, Part I: Inspection, of Boeing Special Attention Service Bulletin 737-57-1267, dated August 8, 2002. If no cracked lug or elongated bolt hole is found, repeat the inspection at intervals not to exceed 12,000 flight cycles, until the actions specified in paragraph (h) of this AD are accomplished.

**Note 1:** For the purposes of this AD, a detailed inspection is "an intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors magnifying

lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required."

#### Corrective Action

(g) If any cracked lug or elongated bolt hole is found during any inspection required by paragraph (f) of this AD, before further flight, do paragraph (g)(1) or (g)(2) of this AD.

(1) Rework the fitting per the Accomplishment Instructions, Part II: Rework, of Boeing Special Attention Service Bulletin 737-57-1267, dated August 8, 2002.

(2) Replace the fitting per the Accomplishment Instructions, Part III—Fitting Replacement, of Boeing Service Bulletin 737-57-1216, Revision 2, dated May 6, 1999.

#### Optional Terminating Action

(h) Reworking or replacing the fitting per paragraph (g)(1) or (g)(2) of this AD constitutes terminating action for the inspections required by paragraph (f) of this AD.

#### Repair

(i) If any cracking is found during any inspection required by this AD, and the bulletin specifies to contact Boeing for appropriate action: Before further flight, repair per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved, the approval must specifically reference this AD.

#### Parts Installation

(j) As of the effective date of this AD: With the exception of a new lug, all lugs must be inspected or reworked, as applicable, in accordance with this AD before being installed on any airplane.

#### Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by a Boeing Company DER who has been authorized by the Manager, Seattle ACO, to make such findings.

Issued in Renton, Washington, on August 9, 2004.

**Ali Bahrami,**

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

[FR Doc. 04-18744 Filed 8-16-04; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2004-18697; Airspace Docket No. 04-AWP-4]

### Proposed Establishment of Class E Airspace; Napa, CA

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to establish a Class E airspace area to support instrument operations into Napa County Airport for Aircraft transitioning from Sausalito VORTAC to the final approach course for the VOR RWY 6 Instrument Approach Procedure. Oakland Air Route Traffic Control Center has identified an operational necessity for additional controlled airspace to enable operations at 4000 feet above Mean Sea Level (MSL) along the Sausalito transition. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain these aircraft. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations.

**DATE:** Comments must be received on or before October 1, 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-2004-18697/Airspace Docket No. 04-AWP-4, 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 dispositions in person in the Docket 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.

An informal docket may also be examined during normal business hours at the office of Western Terminal Operations, Federal Aviation Administration, at 15000 Aviation Boulevard, Lawndale, California 90261.

**FOR FURTHER INFORMATION CONTACT:** Jeri Carson, Airspace Branch, Western Terminal Operations, at (310) 725-6611.

**SUPPLEMENTARY INFORMATION:**

## Comments Invited

Interested parties are invited to participate in this proposed 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 comments a self-addressed stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2004-18697/Airspace Docket No. 04-AWP-4." The postcard will be date/time stamped and returned to the commenter.

## Availability of NPRM

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at <http://www.faa.gov> or the Superintendent of Documents web page at <http://www.access.gpo.gov/nara>.

Additionally, any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783. Communications must identify both document numbers for this notice. Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedures.

## The Proposal

The FAA is considering an amendment to 14 CFR part 71 by establishing a Class E airspace area at Napa, CA. Additional controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the VOR RWY 6 IAP into Napa County Airport. The intended effect of this proposal is to provide adequate controlled airspace for aircraft executing this instrument procedure. Class E airspace designations

are published in paragraph 6005 of FAA Order 7400.9L dated September 2, 2003, and effective September 16, 2003, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

## List of Subjects 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

## Adoption of the Amendment

In consideration of the foregoing, 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; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR 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 the Federal Aviation Administration Order 7400.9L, Airspace Designations and Reporting Points, dated September 2, 2003, and effective September 16, 2003, is amended as follows:

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

\* \* \* \* \*

### AWP CA E5 Napa, CA [New]

Napa County Airport, CA  
(Lat. 38°12'47" N, long. 122°16'50" W)

That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the Napa County Airport, and that airspace bounded by a line beginning at lat.

38°02'07" N, long. 122°39'41" W; to lat. 37°55'05" N, long. 122°30'56" W; to lat. 37°51'19" N, long. 122°31'22" W; to lat. 37°50'26" N, long. 122°36'17" W; to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on July 30, 2004.

**John Clancy,**

*Area Director, Western Terminal Operations.*

[FR Doc. 04-18821 Filed 8-16-04; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF COMMERCE

## Bureau of Economic Analysis

### 15 CFR Part 806

[Docket No. 040805231-4231-01]

RIN 0691-AA52

## Direct Investment Surveys: BE-10, Benchmark Survey of U.S. Direct Investment Abroad—2004

**AGENCY:** Bureau of Economic Analysis, Commerce.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This proposed rule amends regulations of the Bureau of Economic Analysis, Department of Commerce (BEA) to set forth the reporting requirements for the BE-10, Benchmark Survey of U.S. Direct Investment Abroad. The BE-10 survey is conducted once every 5 years and covers virtually the entire universe of U.S. direct investment abroad in terms of value. The benchmark survey will be conducted for 2004. To address the current needs of data users while at the same time keeping the respondent burden as low as possible, BEA proposes modification, addition, or deletion of several items on the survey forms and in the reporting criteria. Changes are proposed to make the survey more consistent with the surveys of direct investment in the United States and more consistent with its annual and quarterly counterparts.

Changes proposed by BEA in the reporting requirements to be implemented in this proposed rule are: (a) Increasing the exemption level for reporting on the BE-10B(SF) short form from \$7 million to \$25 million and on the BE-10B Bank form from \$7 million to \$10 million; (b) increasing the exemption level for reporting on the BE-10B(LF) long form from \$100 million to \$150 million; and (c) increasing the exemption level for reporting only selected items on the BE-10A form from \$100 million to \$150 million. In conjunction with these