California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800–0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Effective Date

(e) This amendment becomes effective on January 20, 2005.

Issued in Renton, Washington, on December 1, 2004.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04–27332 Filed 12–15–04; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2004–18661; Directorate Identifier 2003–NM–273–AD; Amendment 39–13901; AD 2004–25–13]

RIN 2120–AA64

Airworthiness Directives; Short Brothers Model SD3–60, SD3–SHERPA, and SD3–60 SHERPA Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD), which applies to certain Short Brothers Model SD3–60 and SD3–SHERPA series airplanes. That AD currently requires a one-time inspection to detect cracks and/or corrosion of the gland nut on the shock absorber of the main landing gear (MLG), and follow-on actions. That AD also requires repair or replacement of any cracked/corroded gland nut with a new nut. This new AD adds airplanes to the applicability; adds repetitive inspections and corrective actions; and provides an optional action that ends the repetitive inspections. This AD is prompted by reports of cracked aluminum alloy gland nuts that had been inspected previously using the existing AD. We are issuing this AD to prevent failure of the aluminum alloy gland nut on the MLG shock absorber, which could cause the MLG to collapse.

DATES: This AD becomes effective January 20, 2005.

The incorporation by reference of certain publications listed in the AD is approved by the Director of the **Federal Register** as of January 20, 2005.

On December 11, 1996 (61 FR 57311, November 6, 1996), the Director of the **Federal Register** approved the incorporation by reference of certain other publications, as listed in the regulations.

ADDRESSES: For service information identified in this AD, contact Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland.

You can examine this information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

You can examine the contents of this AD docket on the Internet at *http://dms.dot.gov,* or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL–401, on the plaza level of the Nassif Building, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Technical information: Todd Thompson, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–1175; fax (425) 227–1149.

Plain language information: Marcia Walters, *marcia.walters@faa.gov.*

Examining the Docket

The AD docket contains the proposed AD, comments, and any final disposition. You can examine the AD docket on the Internet at *http://dms.dot.gov,* or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647–5227) is located on the plaza level of the Nassif Building at the DOT street address stated in the **ADDRESSES** section.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) with an AD to supersede AD 96–22–09, amendment 39–9797 (61 FR 57311, November 6, 1996). The existing AD applies to certain Short Brothers Model SD3–60 and SD3–SHERPA series airplanes. The proposed AD was published in the **Federal Register** on July 22, 2004 (69 FR 43779). The proposed AD continued to require a one-time inspection to detect cracks and/or corrosion of the gland nut on the shock absorber of the main landing gear (MLG), and follow-on actions. The proposed AD also continued to require repair or replacement of any cracked/corroded gland nut with a new nut. The proposed AD added airplanes to the applicability; added repetitive inspections and corrective actions; and provided an optional action that would end the repetitive inspections.

Comments

We provided the public the opportunity to participate in the development of this AD. No comments have been submitted on the proposed AD or on the determination of the cost to the public.

Editorial Changes to AD

Minor editorial changes have been incorporated into this AD. These include changes in the following areas:

- Summary section, accurately identifying the airplanes affected by the AD being superseded.
- Note 2 of the body, updating text for the definition of a detailed inspection.
- Table 3, correcting the dates of certain service bulletins and correcting the service bulletin reference for certain other service bulletins.
- Changing all service bulletin references from ''Short Brothers'' service bulletin(s) to ''Shorts'' service bulletin(s). This change was made to comply with the Office of the Federal Register's guidelines for material incorporated by reference.
- Paragraph (l), correcting the document number of the British airworthiness directive.

Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD with the changes described previously. We have determined that these changes will not increase the economic burden on any operator or increase the scope of the AD.

Costs of Compliance

The following table provides the estimated costs for U.S. operators to comply with this AD.

ESTIMATED COSTS

Action	Work hours	Average labor rate per hour	Parts	Cost per airplane	Number of U.S.-registered airplanes	Fleet cost
Inspections required by AD 96–22–09	5	$65	N/A	$325	58	$18,850
Proposed inspections (per inspection cycle)	5	65	N/A	325	85	26,625

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, ''General requirements.'' Under that section, the FAA is charged with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this AD.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD 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.

For the reasons discussed above, I certify that this AD:

(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) 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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 removing amendment 39–9797 (61 FR 57311, November 6, 1996) and adding the following new airworthiness directive (AD):

2004–25–13 Short Brothers PLC: Amendment 39–13901. Docket No. FAA–2004–18661; Directorate Identifier 2003–NM–273–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 20, 2005.

Affected ADs

(b) This AD supersedes AD 96–22–09, amendment 39–9797.

Applicability

(c) This AD applies to Short Brothers Model SD3–60, SD3–SHERPA, and SD3–60 SHERPA series airplanes; certificated in any category; that are equipped with aluminum alloy gland nuts, part number (P/N) 200920604, on the main landing gear (MLG) shock absorber.

Unsafe Condition

(d) This AD was prompted by reports of cracked aluminum alloy gland nuts on the MLG shock absorber that had been previously inspected using AD 96–22–09. We are issuing this AD to prevent failure of the aluminum alloy gland nut on the MLG shock absorber, which could cause the MLG to collapse.

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.

Service Bulletin Reference

(f) The term ''service bulletin,'' as used in this AD, means the Accomplishment Instructions of the applicable service bulletin or service bulletins listed in the following paragraphs:

(1) For the requirements specified in paragraphs (g) and (h) of this AD, which are restated from AD 96–22–09, use the applicable service bulletins in Table 1 of this AD.

TABLE 1.—SHORTS SERVICE BULLETINS FOR RESTATED REQUIREMENTS

Model	Service bulletin	Revision	Date
SD3–SHERPA series airplanes	SD3 SHERPA–32–2	Original	September 22, 1995.
SD3–SHERPA series airplanes	SD3 SHERPA–32–2	1	June 30, 2003.
SD3–60 series airplanes	SD360–32–34	Original	September 22, 1995.
SD3–60 series airplanes	SD360–32–34	1	June 30, 2003.

(2) For the new requirements specified in paragraphs (i) and (j) of this AD, use the applicable service bulletin in Table 2 of this AD.

TABLE 2.—SHORTS SERVICE BULLETINS FOR NEW REQUIREMENTS

Model	Service bulletin	Revision	Date
SD3–SHERPA series airplanes	SD3 SHERPA–32–2	1	June 30, 2003.
SD3–60 SHERPA series airplanes	SD360 SHERPA–32–1	Original	June 30, 2003.

TABLE 2.—SHORTS SERVICE BULLETINS FOR NEW REQUIREMENTS—Continued

Model	Service bulletin	Revision	Date
SD3–60 series airplanes	SD360–32–34	1	June 30, 2003.

Note 1: The Messier-Dowty service bulletins listed in Table 3 of this AD are additional sources of service information for certain actions in the Shorts service bulletins.

TABLE 3.—ADDITIONAL SOURCES OF SERVICE INFORMATION

This Messier-Dowty service bulletin—	Is an additional source of service information for these shorts service bulletins—
32–78SD, dated July 19, 1995	SD3 SHERPA–32–2, dated September 22, 1995; and SD360–32–34, dated September 22, 1995.
32–78SD, Revision 1, dated December 9, 2002	SD360 SHERPA–32–1, dated June 30, 2003; and SD360–32–34, Revision 1, dated June 30, 2003.
32–80SD, dated August 31, 2000	SD360 SHERPA–32–1, dated June 30, 2003; SD3 SHERPA–32–2, Revision 1, dated June 30, 2003; and SD360–32–34, Revision 1, dated June 30, 2003.

Restatement of the Requirements of AD 96–22–09

(g) For Model SD3–60 series airplanes and Model SD3–SHERPA series airplanes: Within 90 days after December 11, 1996 (the effective date AD 96–22–09), perform a one-time visual and fluorescent dye penetrant inspection to detect cracks and/or corrosion of the gland nut on the shock absorber of the MLG, in accordance with the applicable service bulletin.

(1) If no crack and/or corrosion is detected, no further action is required by paragraph (g) of this AD.

(2) If no crack is detected, but corrosion is detected that is within the limits specified in the service bulletin, prior to further flight, repair the gland nut in accordance with the applicable service bulletin.

(3) If any crack is detected, or if any corrosion is detected that is outside the limits specified in the applicable service bulletin, prior to further flight, replace the gland nut with a new gland nut, in accordance with the applicable service bulletin.

(h) Following accomplishment of paragraph (g) of this AD, prior to further flight, apply grease to the threads of the cylinder, and apply sealant to the inner radius of the gland nut, in accordance with the applicable service bulletin.

New Requirements of This AD

Detailed Inspection and Corrective Action

(i) For all airplanes: Within 4 months after the effective date of this AD, do a detailed inspection of the P/N 200920604 gland nut on the MLG shock absorber for corrosion and/or cracking, and do any applicable corrective action before further flight, in accordance with the applicable service bulletin. Repeat the inspection at intervals not to exceed 12 months.

Note 2: 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 mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.''

Optional Terminating Action

(j) Replacing the aluminum alloy gland nut, P/N 200920604, with a new steel gland nut, P/N 200920639, in accordance with the applicable service bulletin, terminates the requirements of this AD.

Alternative Methods of Compliance (AMOCs)

(k) The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(l) British airworthiness directive 008–06–2003 also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use the service information that is specified in Table 4 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. For copies of the service information, contact Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741–6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL–401, Nassif Building, Washington, DC.

TABLE 4.—MATERIAL INCORPORATED BY REFERENCE

Shorts service bulletin	Revision level	Date
SD3 SHERPA–32–2	Original	September 22, 1995.
SD3 SHERPA–32–2	1	June 30, 2003.
SD360 SHERPA–32–1	Original	June 30, 2003.
SD360–32–34	Original	September 22, 1995.
SD360–32–34	1	June 30, 2003.

(1) The incorporation by reference of the service information listed in Table 5 of this AD is approved by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

TABLE 5.—MATERIAL NEWLY INCORPORATED BY REFERENCE

Shorts service bulletin	Revision level	Date
SD3 SHERPA–32–2	1	June 30, 2003.
SD360 SHERPA–32–1	Original	June 30, 2003.
SD360–32–34	1	June 30, 2003.

(2) The incorporation by reference of the service information listed in Table 6 of this AD was approved previously by the Director of the Federal Register as of December 11, 1996 (61 FR 57311, November 6, 1996).

TABLE 6.—MATERIAL PREVIOUSLY INCORPORATED BY REFERENCE

Shorts service bulletin	Revision level	Date
SD3 SHERPA–32–2	Original	September 22, 1995.
SD360–32–34	Original	September 22, 1995.

Issued in Renton, Washington, on December 1, 2004.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04–27331 Filed 12–15–04; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003–CE–40–AD; Amendment 39–13795; AD 2004–19–01]

RIN 2120–AA64

Airworthiness Directives; Cessna Aircraft Company 120, 140, 140A, 150, F150, 170, 172, F172, FR172, P172D, 175, 177, 180, 182, 185, A185E, 190, 195, 206, P206, U206, TP206, TU206, 207, T207, 210, T210, 336, 337, and T337 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2004–19–01, which was published in the **Federal Register** on September 17, 2004 (69 FR 55943), and applies to certain Cessna Aircraft Company (Cessna) 120, 140, 140A, 150, F150, 170, 172, F172, FR172, P172D, 175, 177, 180, 182, 185, A185E, 190, 195, 205, 205A, 206, P206, P206E, TP206A, TU206, TU206E, U206, U206E, 207, T207, 210, T210, 336, 337, and T337 series airplanes. We incorrectly referenced a serial number for the affected Model T337B airplanes in the applicability section as 37–0570. The correct serial number is 337–0570. This action corrects the applicability section of AD 2004–19–01, Amendment 39–13795.

DATES: The effective date of this AD remains November 1, 2004.

FOR FURTHER INFORMATION 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.

SUPPLEMENTARY INFORMATION:

Discussion

On September 8, 2004, FAA issued AD 2004–19–01, Amendment 39–13795 (69 FR 55943, September 17, 2004) (as corrected in the publication of October 7, 2004 (69 FR 60081), which applies to certain Cessna 120, 140, 140A, 150, F150, 170, 172, F172, FR172, P172D, 175, 177, 180, 182, 185, A185E, 190, 195, 205, 205A, 206, P206, P206E, TP206A, TU206, TU206E, U206, U206E, 207, T207, 210, T210, 336, 337, and T337 series airplanes. This AD supersedes AD 86–26–04 with a new AD that requires you to inspect and, if necessary, modify the pilot/co-pilot upper shoulder harness adjusters that have certain Cessna accessory kits incorporated.

Need for the Correction

The FAA incorrectly referenced a serial number for Model T337B airplanes in the applicability section of AD 2004–19–01. The correct serial number range for the affected Model T337B airplanes is 337–0001, 337–0470, 337–0526 through 337–0568, and 337–0570 through 337–0755. This correction is needed to prevent confusion in the field regarding the FAA's intent of the AD applicability.

Correction of Publication

Accordingly, the publication of September 17, 2004 (69 FR 55943), of AD 2004–19–01; Amendment 39–13795; which was the subject of FR Doc. 04–20774 (as corrected in the publication of October 7, 2004 (69 FR 60081), which was the subject of FR Doc. 04–21814), is corrected as follows:

§ 39.13 [Corrected]

■ On page 55946, in § 39.13 [Amended], 2., replace paragraph (c)(129) with the following text:

''(129) T337B 337–0001, 337–0470, 337–0526 through 337–0568, and 337–0570 through 337–0755''.

Action is taken herein to correct this reference in AD 2004–19–01 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains November 1, 2004.

Issued in Kansas City, Missouri, on December 7, 2004.

Sandra J. Campbell,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04–27513 Filed 12–15–04; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2004–18744; Directorate Identifier 2004–CE–24–AD; Amendment 39–13910; AD 2004–25–22]

RIN 2120–AA64

Airworthiness Directives; Great Lakes Aircraft Company, LLC, Models 2T–1A–1 and 2T–1A–2 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA supersedes Airworthiness Directive (AD) 79–20–08, which applies to all Great Lakes Aircraft Company, LLC, (Great Lakes) Models 2T–1A–1 and 2T–1A–2 airplanes with a Lycoming IO–360–B1F6 or AIO–360–B1G6 engine installed. AD 79–20–08 currently requires you to inspect the engine induction system and the alternate air door for any signs of damage and repairing or replacing any damaged components. AD 79–20–08 also requires you to inspect the induction system for the presence of a drain fitting. If the drain fitting is blocked, restricted, or does not exist, AD 79–20–08 requires you to clear the fitting or drill a hole in the elbow at the fitting location. This AD is the result of the FAA inadvertently omitting Lycoming engine AEIO–360–B1G6 from the applicability section of AD 79–20–08. Consequently, this AD retains the actions required in AD 79–20–08 and adds Lycoming engine AEIO–360–B1G6 to the applicability section. We are issuing this AD to prevent the aircraft induction system from becoming blocked or restricted, which could result