

(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.*

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**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