

Actions	Compliance	Procedures
<p>(2) Replace any cracked or corroded inboard aileron hinge bracket.</p> <p>(i) If replacement is with a bracket made from magnesium, do the 100-hour TIS interval repetitive inspections as required in paragraph (e)(1) of this AD.</p> <p>(ii) If replacement is with an FAA-approved bracket that is made from aluminum, then no further inspections are necessary. These can be Cessna parts or non-Cessna parts.</p> <p>(3) As terminating action for the repetitive inspections, you may replace all inboard aileron hinge brackets with FAA-approved brackets that are made from aluminum (as specified in paragraph (e)(2)(ii) of this AD) regardless if any corrosion or crack is found.</p>	<p>Prior to further flight after any inspection where any cracked or corroded bracket is found. You may terminate the repetitive inspections required by this AD when all brackets are replaced with FAA-approved brackets that are made with aluminum, as specified in the service information.</p> <p>You may do this replacement at any time, but you must replace any corroded or cracked bracket prior to further flight after the applicable inspection where any corrosion or crack is found.</p>	<p>Use the procedures included with the FAA-approved replacement and the FAA-approved maintenance manual. This could include Cessna parts, supplemental type certificate (STC) parts, or parts manufacturer approval (PMA) parts, etc.</p> <p>Use the procedures included with the approved replacement and the FAA-approved maintenance manual. This could include Cessna parts, STC parts, or PMA parts, etc.</p>

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office, FAA. For information on any already approved alternative methods of compliance, 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.

Does This AD Incorporate Any Material by Reference?

(g) You must do the inspections required by this AD following the instructions in Cessna Single Engine Service Bulletin SEB04-1, dated April 26, 2004. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Cessna Aircraft Company, Product Support P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2004-18033.

Issued in Kansas City, Missouri, on October 13, 2004.

William J. Timberlake,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NM-90-AD; Amendment 39-13804; AD 2004-19-10]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 2004-19-10 that was published in the **Federal Register** on September 27, 2004 (69 FR 57632). The typographical error resulted in the omission of the AD number in one location of the document. This AD is applicable to certain Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This AD requires repetitive inspections for corrosion and cracking of the pivot hinge pins of the horizontal stabilizer, certain follow-on inspections, and replacement of the hinge pins with new or serviceable pins if necessary.

DATES: Effective November 1, 2004.

FOR FURTHER INFORMATION CONTACT: Nancy Marsh, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6440; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 2004-19-10, amendment 39-13804, applicable to certain Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, was published in the **Federal Register** on September 27, 2004 (69 FR

57632). That AD requires repetitive inspections for corrosion and cracking of the pivot hinge pins of the horizontal stabilizer, certain follow-on inspections, and replacement of the hinge pins with new or serviceable pins if necessary.

As published, the AD number is missing in the Product Identification line in the regulatory text of the AD. The correct AD number is 2004-19-10. The AD number is referenced correctly throughout the remainder of the AD.

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

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

\$ 39.13 [Corrected]

■ On page 57634, in the third column, the Product Identification line of AD 2004-19-10 is corrected to read as follows:

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2004-19-10 Boeing: Amendment 39-13804.
Docket 2003-NM-90-AD.

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Issued in Renton, Washington, on October 18, 2004.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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