

### Need for the Correction

The AD incorrectly references the “\* \* \* lower surface of the wing \* \* \*” instead of the upper surface of the wing. Fairchild SA226 and SA227 series airplanes are designed with the wings sitting low on the body of the airplane, which would not allow the pilot to visually check the lower surface of the wings on the airplane during flight without exiting the airplane.

### Correction of Publication

Accordingly, the publication of May 7, 1996 (61 FR 20643), of Amendment 39-9592; AD 96-09-16, which was the subject of FR Doc. 96-10724, is corrected as follows:

#### § 39.13 [Corrected]

On page 20644, in the second column, § 39.13, paragraph (a)(1) of the AD, line 20 from the top of the column, correct “—Accumulation of ice on the lower surface” to read “—Accumulation of ice on the upper surface”.

Action is taken herein to clarify this requirement of AD 96-09-16 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains June 11, 1996.

Issued in Kansas City, Missouri on May 17, 1996.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-13062 Filed 5-24-96; 8:45 am]

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### 14 CFR Part 39

[Docket No. 96-CE-01-AD; Amendment 39-9587; AD 96-09-11]

RIN 2120-AA64

### Airworthiness Directives; de Havilland, Inc. DHC-6 Series Airplane; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

**SUMMARY:** This action makes a correction to Airworthiness Directive (AD) 96-09-11 concerning de Havilland DHC-6 series airplanes, which was published in the Federal Register on May 7, 1996 (61 FR 20616). That publication incorrectly references a cue for the pilot or crew member in severe icing conditions. The AD currently requires the pilot to follow certain visual cues during flight in icing conditions and the second of these cues requires the pilot to look at the upper surface of the wing. The word “upper”

is wrong in the second cue. The intent of the AD in paragraph (a) (1), first bullet, second cue, is to require the pilot or crew member look at the “lower” surface of the wing. This action corrects the AD to reflect this change.

**EFFECTIVE DATE:** June 11, 1996.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Dow, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

**SUPPLEMENTARY INFORMATION:** On May 7, 1996, the Federal Aviation Administration (FAA) issued AD 96-09-11, Amendment 39-9587 (61 FR 20616, May 7, 1996), which applies to de Havilland DHC-6 series airplanes. This AD requires a revision in the Airplane Flight Manual (AFM) by incorporating a warning into the Limitations Section of the AFM. Within this warning (in the first bullet paragraph) are cues for the pilot to follow during flight in severe icing conditions. The second cue references accumulation of ice on the upper surface of the wing aft of the protected area.

### Need for the Correction

The AD incorrectly references the “upper surface of the wing” instead of the lower surface of the wing. The de Havilland DHC-6 series airplanes are designed with the wings sitting high on the body of the airplane, which would not allow the pilot to visually check the upper surface of the airplane during flight without exiting the airplane.

### Correction of Publication

Accordingly, the publication of May 7, 1996 (61 FR 20616), of Amendment 39-9587; AD 96-09-11, which was the subject of FR Doc. 96-10728, is corrected as follows:

#### § 39.13 [Corrected]

On page 20635, in the third column, § 39.13, paragraph (a) (1) of the AD, the 19th line from the bottom of the column, correct “—Accumulation of ice on the upper surface” to read “—Accumulation of ice on the lower surface”.

Action is taken herein to clarify this requirement of AD 96-09-11 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains June 11, 1996.

Issued in Kansas City, Missouri on May 17, 1996.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-13057 Filed 5-24-96; 8:45 am]

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### 14 CFR Part 39

[Docket No. 96-CE-05-AD; Amendment 39-9591; AD 96-09-15]

RIN 2120-AA64

### Airworthiness Directives; Cessna Aircraft Company Models 208 and 208B Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

**SUMMARY:** This action makes a correction to Airworthiness Directive (AD) 96-09-15 concerning all Cessna Aircraft Company (Cessna) Models 208 and 208B airplanes, which was published in the Federal Register on May 7, 1996 (61 FR 20641). That publication incorrectly references a cue for the pilot or crew member in severe icing conditions. The AD currently requires the pilot to follow certain visual cues during flight in icing conditions and the second of these cues requires the pilot to look at the upper surface of the wing. The word “upper” is wrong in the second cue. The intent of the AD in paragraph (a) (1), first bullet, second cue, is to require the pilot or crew member to look at the “lower” surface of the wing. This action corrects the AD to reflect this change.

**EFFECTIVE DATE:** June 11, 1996.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Dow, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

**SUPPLEMENTARY INFORMATION:** On May 7, 1996, the Federal Aviation Administration (FAA) issued AD 96-09-15, Amendment 39-9591 (61 FR 20641, May 7, 1996), which applies to all Cessna Models 208 and 208B airplanes. This AD requires a revision in the Airplane Flight Manual (AFM) by incorporating a warning into the Limitations Section of the AFM. Within this warning (in the first bulleted paragraph) are cues for the pilot to follow during flight in severe icing conditions. The second cue references accumulation of ice on the upper surface of the wing aft of the protected area.

**Need for the Correction**

The AD incorrectly references the “. . . upper surface of the wing. . .” instead of the lower surface of the wing. Cessna Models 208 and 208B airplanes are designed with the wings sitting high on the body of the airplane, which would not allow the pilot to visually check the upper surface of the wings on the airplane during flight without exiting the airplane.

**Correction of Publication**

Accordingly, the publication of May 7, 1996 (61 FR 20641), of Amendment 39-9591; AD 96-09-15, which was the subject of FR Doc. 96-10729, is corrected as follows:

**§ 39.13 [Corrected]**

On page 20642, in the third column, § 39.13, paragraph (a)(1) of the AD, line 15 from the top of the column, correct “—Accumulation of ice on the upper surface” to read “—Accumulation of ice on the lower surface”.

Action is taken herein to clarify this requirement of AD 96-09-15 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains June 11, 1996.

Issued in Kansas City, Missouri on May 17, 1996.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft  
Certification Service.

[FR Doc. 96-13061 Filed 5-24-96; 8:45 am]

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**14 CFR Part 39**

[Docket No. 96-CE-04-AD; Amendment 39-9590; AD 96-09-14]

RIN 2120-AA64

**Airworthiness Directives; Dornier 228 Series Airplanes; Correction**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action makes a correction to Airworthiness Directive (AD) 96-09-14 concerning all Dornier 228 series airplanes, which was published in the Federal Register on May 7, 1996 (61 FR 20639). That publication incorrectly references a cue for the pilot or crew member in severe icing conditions. The AD currently requires the pilot to follow certain visual cues during flight in icing conditions and the second of these cues requires the pilot to look at the upper surface of the wing. The word “upper”

is wrong in the second cue. The intent of the AD in paragraph (a)(1), first bullet, second cue, is to require the pilot or crew member to look at the “lower” surface of the wing. This action corrects the AD to reflect this change.

**EFFECTIVE DATE:** June 11, 1996.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Dow, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

**SUPPLEMENTARY INFORMATION:** On May 7, 1996, the Federal Aviation Administration (FAA) issued AD 96-09-14, Amendment 39-9590 (61 FR 20639, May 7, 1996), which applies to all Dornier 228 series airplanes. This AD requires a revision in the Airplane Flight Manual (AFM) by incorporating a warning into the Limitations Section of the AFM. Within this warning (in the first bulleted paragraph) are cues for the pilot to follow during flight in severe icing conditions. The second cue references accumulation of ice on the upper surface of the wing aft of the protected area.

**Need for the Correction**

The AD incorrectly references the “\* \* \* upper surface of the wing \* \* \*” instead of the lower surface of the wing. Dornier 228 series airplanes are designed with the wings sitting high on the body of the airplane, which would not allow the pilot to visually check the upper surface of the wings on the airplane during flight without exiting the airplane.

**Correction of Publication**

Accordingly, the publication of May 7, 1996 (61 FR 20639), of Amendment 39-9590; AD 96-09-14, which was the subject of FR Doc. 96-10722, is corrected as follows:

**§ 39.13 [Corrected]**

On page 20641, in the first column, § 39.13, paragraph (a)(1) of the AD, line 12 from the top of the column, correct “—Accumulation of ice on the upper surface” to read “—Accumulation of ice on the lower surface”.

Action is taken herein to clarify this requirement of AD 96-09-14 and to add this AD correction to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains June 11, 1996.

Issued in Kansas City, Missouri on May 17, 1996.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft  
Certification Service.

[FR Doc. 96-13060 Filed 5-24-96; 8:45 am]

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**14 CFR Part 39**

[Docket No. 96-CE-03-AD; Amendment 39-9589; AD 96-09-13]

RIN 2120-AA64

**Airworthiness Directives; Beech Aircraft Corporation Models 99, 99A, A99A, B99, C99, B200, B200C, 1900, 1900C, and 1900D Airplanes; Correction**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action makes a correction to Airworthiness Directive (AD) 96-09-13 concerning Beech Aircraft Corporation (Beech) Models 99, 99A, A99A, B99, C99, B200, B200C, 1900, 1900C, and 1900D airplanes, which published in the Federal Register on May 7, 1996 (61 FR 20638). That publication incorrectly references a cue for the pilot or crew member in severe icing conditions. The AD currently requires the pilot to follow certain visual cues during flight in icing conditions and the second of these cues requires the pilot to look at the lower surface of the wing. The word “lower” is wrong in the second cue. The intent of the AD in paragraph (a)(1), first bullet, second cue, is to require the pilot or crew member to look at the “upper” surface of the wing. This action corrects the AD to reflect this change.

**EFFECTIVE DATE:** June 11, 1996.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Dow, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

**SUPPLEMENTARY INFORMATION:** On May 7, 1996, the Federal Aviation Administration (FAA) issued AD 96-09-13, Amendment 39-9589 (61 FR 20638, May 7, 1996), which applies to Beech Models 99, 99A, A99A, B99, C99, B200, B200C, 1900, 1900C, and 1900D airplanes. This AD requires a revision in the Airplane Flight Manual (AFM) by incorporating a warning into the Limitations Section of the AFM. Within this warning (in the first bulleted paragraph) are cues for the pilot to follow during flight in severe icing conditions. The second cue references