

**Paperwork Reduction Act**

The amendments to 7 CFR Part 703 set forth in this final rule do not contain information collections that require clearance by OMB under the provisions of 44 U.S.C. 35.

**Background**

This final rule removes 7 CFR Part 703 pertaining to the Wetlands Reserve Program (WRP). WRP program authority was transferred from the Farm Service Agency to the Natural Resource Conservation Service under the Department of Agriculture Reorganization Act of 1994, Public Law No. 103-354. Therefore, 7 CFR Part 703 is obsolete. Regulations for the WRP are now located in 7 CFR Part 620.

**List of Subjects in 7 CFR Part 703**

Administrative practices and procedures, agriculture, Flood plains, Grant programs—Agriculture, Grant programs—natural resources, Reporting and recordkeeping requirements, Technical assistance, Wetlands.

**PART 703—[REMOVED]**

Accordingly, under the Authority of 7 U.S.C. 2202 and 7 CFR 2.42, 7 CFR Part 703 is removed.

Signed at Washington, DC, on May 20, 1996.

Bruce R. Weber,

*Administrator, Farm Service Agency.*

[FR Doc. 96-13211 Filed 5-24-96; 8:45 am]

BILLING CODE 3410-05-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 96-CE-07-AD; Amendment 39-9593; AD 96-09-17]

RIN 2120-AA64

**Airworthiness Directives; Jetstream Aircraft Limited Jetstream Models 3101 and 3201 Airplanes; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action makes a correction to Airworthiness Directive (AD) 96-09-17 concerning all Jetstream Aircraft Limited (Jetstream) Models 3101 and 3201 airplanes, which published in the Federal Register on May 7, 1996 (61 FR 20644). 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 96-09-17, Amendment 39-9593 (61 FR 20644, May 7, 1996), which applies to Jetstream Models 3101 and 3201 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 lower surface of the wing aft of the protected area.

**Need for the Correction**

The AD incorrectly references the " \* \* \* lower surface of the wing \* \* \*" instead of the upper surface of the wing. Jetstream Models 3101 and 3201 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 20644), of Amendment 39-9593; AD 96-09-17, which was the subject of FR Doc. 96-10727, is corrected as follows:

**§ 39.13 [Corrected]**

On page 20646, in the first column, § 39.13, paragraph (a)(1) of the AD, line 26 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 96-09-17 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. 96-13063 Filed 5-24-96; 8:45 am]

BILLING CODE 4910-13-U

**14 CFR Part 39**

[Docket No. 96-CE-06-AD; Amendment 39-9592; AD 96-09-16]

RIN 2120-AA64

**Airworthiness Directives; Fairchild Aircraft SA226 and SA227 Series Airplanes; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action makes a correction to Airworthiness Directive (AD) 96-09-16 concerning all Fairchild Aircraft (Fairchild) SA226 and SA227 series airplanes, which published in the Federal Register on May 7, 1996 (61 FR 20643). 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 96-09-16, Amendment 39-9592 (61 FR 20643, May 7, 1996), which applies to Fairchild SA226 and SA227 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 lower surface of the wing aft of the protected area.

**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]

BILLING CODE 4910-13-U

**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]

BILLING CODE 4910-13-U

**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.