

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. Beech Models 99, 99A, A99A, B99, C99, B200, B200C, 1900, 1900C, and 1900D 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 airplane during flight without exiting the airplane.

#### Correction of Publication

Accordingly, the publication of May 7, 1996 (61 FR 20638), of Amendment 39-9589; AD 96-09-13, which was the subject of FR Doc. 96-10723, is corrected as follows:

#### § 39.13 [Corrected]

On page 20639, in the second column, § 39.13, paragraph (a)(1) of the AD, line 10 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 96-09-13 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.*

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#### 14 CFR Part 39

[Docket No. 96-CE-02-AD; Amendment 39-9588; AD 96-09-12]

RIN 2120-AA64

#### **Airworthiness Directives; Empresa Brasileiro de Aeronautico, S.A. Models EMB-110P1 and EMB-110P2 Airplanes; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action makes a correction to Airworthiness Directive (AD) 96-09-12 concerning Empresa Brasileiro de Aeronautico, S.A. (EMBRAER) Models EMB-110P1 and EMB-110P2 airplanes, which published in the Federal Register on May 7, 1996 (61 FR 20636). 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 96-09-12, Amendment 39-9588 (61 FR 20636, May 7, 1996), which applies to EMBRAER Models EMB-110P1 and EMB-110P2 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. The EMBRAER Models EMB-110P1 and EMB-110P2 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 airplane during flight without exiting the airplane.

#### Correction of Publication

Accordingly, the publication of May 7, 1996 (61 FR 20636), of Amendment 39-9588; AD 96-09-12, which was the subject of FR Doc. 96-10725, is corrected as follows:

#### § 39.13 [Corrected]

On page 20637, in the second column, § 39.13, paragraph (a) (1) of the AD, the second to the last line from the bottom 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 96-09-12 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.*

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#### 14 CFR Part 39

[Docket No. 95-SW-32-AD; Amendment 39-9634; AD 96-11-09]

RIN 2120-AA64

#### **Airworthiness Directives; Robinson Helicopter Company Model R44 Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to Robinson Helicopter Company (Robinson) Model R44 helicopters, that requires an adjustment to the low-RPM warning unit threshold to increase the revolutions-per-minute (RPM) at which the warning horn and caution light activate, and revisions to the R44 Rotorcraft Flight Manual that prohibit flight with the throttle governor (governor) selected off, except in certain situations. This amendment is prompted by an FAA Technical Panel Review of Robinson accident history data which revealed that main rotor (M/R) blade stall at abnormally low M/R RPM resulted in accidents. The actions specified by this AD are intended to minimize the possibility of pilot mismanagement of the M/R RPM, which could result in unrecoverable M/R stall and subsequent loss of control of the helicopter.

**EFFECTIVE DATE:** July 2, 1996.

**FOR FURTHER INFORMATION CONTACT:** Ms. Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (310) 627-5265; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Robinson Model R44 helicopters was published in the Federal Register on February 2, 1996 (61 FR 3882). That action proposed to require resetting the warning unit to activate the warning horn and caution