

SUPPLEMENTARY INFORMATION: In the interim final rule (FR Doc. 2011–31723) appearing on page 78500 in the **Federal Register** of Monday, December 19, 2011, the following correction is made:

Supplement I to Part 1013 [Corrected]

■ 1. On page 78514, in the first column, after the sixth full paragraph, insert the following: “iii. From January 1, 2012 through December 31, 2012, the threshold amount is \$51,800.”

Heidi Cohen,

Senior Counsel for Regulatory Affairs,
Department of the Treasury.

[FR Doc. 2011–33354 Filed 12–28–11; 8:45 am]

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FEDERAL AVIATION ADMINISTRATION

14 CFR Part 23

Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Airplanes

CFR Correction

In Title 14 of the Code of Federal Regulations, Parts 1 to 59, revised as of January 1, 2011, on page 351, in Appendix C to Part 23, Note (4) to the table is corrected to read as follows:

APPENDIX C TO PART 23—BASIC LANDING CONDITIONS

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■ Note (4). *L* is defined in § 23.725(b).

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[FR Doc. 2011–33531 Filed 12–28–11; 8:45 am]

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FEDERAL AVIATION ADMINISTRATION

14 CFR Part 25

Airworthiness Standards: Transport Category Airplanes

CFR Correction

In Title 14 of the Code of Federal Regulations, Parts 1 to 59, revised as of January 1, 2011, on page 413, in § 25.509, in paragraph (a)(3)(ii), the expression “(6W_T + 450,000)/7” is corrected to read “(6W_T + 450,000)/70”.

[FR Doc. 2011–33532 Filed 12–28–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2011–1420; Directorate Identifier 2011–CE–035–AD; Amendment 39–16905; AD 2011–27–04]

RIN 2120–AA64

Airworthiness Directives; Hawker Beechcraft Corporation Airplanes Equipped With a Certain Supplemental Type Certificate (STC)

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; request for
comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for all Hawker Beechcraft Corporation Models 95–C55, D55, E55, 58, and 58A airplanes equipped with a certain STC. This AD requires assuring the airspeed indicator(s) and/or airspeed limitations placard(s) have the correct minimum control speed (V_{MC}) markings for the STCs installed. This AD was prompted by information that suggests the affected airplane models with a certain STC installed may not have the appropriate V_{MC} markings on the airspeed indicator(s). We are issuing this AD to correct the unsafe condition on these products.

DATES: This AD is effective December 29, 2011.

We must receive comments on this AD by February 13, 2012.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.
- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through

Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: (800) 647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Eric B. Potter, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474–5583; fax: (404) 474–5606; email: eric.potter@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On a Hawker Beechcraft Corporation Model 58 airplane, we found that STC SA1762SO (installation of vortex generators) and STC SA4016NM (Foxstar Baron modification that included installation of winglets and different engines and propellers) were installed. The airplane flight manual (AFM) supplements for both STCs contained different V_{MC} limitations. The airspeed indicator was marked in accordance with STC SA4016NM when it should have been marked with the higher V_{MC} specified for STC SA1762SO.

Other affected Hawker Beechcraft Corporation airplanes with STC SA1762SO installed may have other STCs or modifications installed that affect V_{MC}. Those modified airplanes may not have V_{MC} accurately marked on the airspeed indicator(s). Whenever an STC is installed, the relationship between the STC being installed and other STCs already installed on the airplane should be properly analyzed to assure there are no adverse effects on the airworthiness of the modified airplane.

The installation of multiple STCs affecting V_{MC} on the same airplane could result in conflicting operating limitations. The airspeed limitations placard(s) and the airspeed indicator(s) must be correctly marked with the highest V_{MC} limitation stated in the AFM, AFM supplements, and pilot operating handbooks (POHs), unless FAA-approved testing has been done to determine the correct V_{MC} and a new AFM supplement has replaced the conflicting supplements. Therefore, the V_{MC} limitation stated in the AFM, AFM supplements, and POHs must be reviewed for each airplane to assure the highest V_{MC} limitation is identified.

Hawker Beechcraft Corporation Models 95–C55, D55, E55, 58, and 58A airplanes may also have STC SA1762SO installed and be subject to this unsafe condition. This condition, if not