

supplements: “The revised  $V_{SSE}$  is \_\_\_\_\_ in accordance with AD 2011–27–04.”

#### (h) Temporary Airspeed Indicator(s) and Temporary Airspeed Limitations Placard(s) Installation

(1) If required by the actions in paragraph (g)(1)(ii) or (g)(2)(ii) of this AD, fabricate a temporary placard(s) (using at least 1/8-inch black letters on a white background) with the following words and install the placard(s) on the instrument panel in the nearest practical location to the airspeed indicator(s) within the pilot's clear view: “ $V_{MC}$  = \_\_\_\_\_.” Insert in the blank space the  $V_{MC}$  as determined by the actions required in either paragraph (g)(1)(ii) or (g)(2)(ii) of this AD.

(2) If the  $V_{MC}$  on the existing airspeed limitations placard is different than determined in either paragraph (g)(1)(ii) or (g)(2)(ii) of this AD, fabricate a temporary placard(s) (using letter sizes similar to those on the existing airspeed limitations placard(s) with black letters on a white background) with the  $V_{MC}$  as determined by the actions required in either paragraph (g)(1)(ii) or (g)(2)(ii) of this AD and install the placard(s) over the  $V_{MC}$  listed on the existing airspeed limitations placard(s).

**Note 3:** You may use FAA Advisory Circular 43.13–2B for additional guidance on installing placards. You can find Advisory Circular 43.13–2B at [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf).

#### (i) Remarking the Airspeed Indicator(s) and the Airspeed Limitations Placard(s)

(1) If during either of the inspections required in paragraphs (g)(1) or (g)(2) of this AD, the  $V_{MC}$  marking on the airspeed indicator(s) was not marked accurately and required immediate temporary corrective action (placard), within the next 12 months after December 29, 2011 (the effective date of this AD), permanently remark the airspeed indicator(s) with the correct  $V_{MC}$  marking. This instrument modification must be done by an appropriately rated repair facility.

(i) After the airspeed indicator(s) has been remarked, mark the airspeed indicator(s) instrument casing to clearly indicate that the markings comply with this AD stating “Modified in compliance with AD 2011–27–04, refer to AD 2011–27–04 for replacement part criteria.”

(ii) Any replacement airspeed indicator must also meet the  $V_{MC}$  marking requirements in paragraphs (i)(1) and (i)(1)(i) of this AD.

(iii) After the  $V_{MC}$  has been remarked as required in this paragraph, you may remove the temporary placard(s) installed as required in paragraph (g)(1)(ii) and (g)(2)(ii) of this AD.

(iv) Instead of installing the temporary placard(s) after either of the inspections when it is determined the  $V_{MC}$  marking on the airspeed indicator(s) is not marked accurately, you may permanently remark the airspeed indicator(s) as required in paragraph (i), Remarking the Airspeed Indicator(s) and the Airspeed Limitations Placard(s), of this AD provided it is done before further flight.

(2) If during either of the inspections required in paragraphs (g)(1) or (g)(2) of this

AD, the  $V_{MC}$  marking on the airspeed limitations placard(s) was not marked accurately and required immediate temporary corrective action (placard), within the next 12 months after December 29, 2011 (the effective date of this AD), permanently remark or remake the airspeed limitations placard(s) with the correct  $V_{MC}$  marking.

#### (j) Alternative Methods of Compliance (AMOC)

(1) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### (k) Related Information

For more information about this AD, contact Eric B. Potter, Aerospace Engineer, Atlanta ACO, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474–5583; fax: (404) 474–5606; email: [eric.potter@faa.gov](mailto:eric.potter@faa.gov).

Issued in Kansas City, Missouri, on December 21, 2011.

**Earl Lawrence,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF COMMERCE

### Bureau of Industry and Security

#### 15 CFR Part 774

#### The Commerce Control List

##### CFR Correction

In Title 15 of the Code of Federal Regulations, Parts 300 to 799, revised as of Jan. 1, 2011, in Supplement No. 1 of Part 774, make the following corrections:

1. On page 847, in ECCN 9D004, remove the following paragraphs from the end of the entry:

■ 79. In Supplement No. 1 to Part 774 (the Commerce Control List), Category 9 Aerospace and Propulsion, Product Group E is amended by revising the Note located at the beginning to read as follows:

#### E. Technology

**Note:** “Development” or “production” “technology” controlled by 9E001 to 9E003 for gas turbine engines remains

controlled when used as “use” “technology” for repair, rebuild and overhaul. Excluded from 9E001 to 9E003 control are: technical data, drawings or documentation for maintenance activities directly associated with calibration, removal or replacement of damaged or unserviceable line replaceable units, including replacement of whole engines or engine modules.

2. On page 848, revise the note under the heading “E. Technology” to read as follows:

**Note:** “Development” or “production” “technology” controlled by 9E001 to 9E003 for gas turbine engines remains controlled when used as “use” “technology” for repair, rebuild and overhaul. Excluded from 9E001 to 9E003 control are: technical data, drawings or documentation for maintenance activities directly associated with calibration, removal or replacement of damaged or unserviceable line replaceable units, including replacement of whole engines or engine modules.

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## SECURITIES AND EXCHANGE COMMISSION

### 17 CFR Parts 230, 239, 270, and 275

[Release Nos. 33–9287; IA–3341; IC–29891; File No. S7–04–11]

RIN 3235–AK90

#### Net Worth Standard for Accredited Investors

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Final rule.

**SUMMARY:** We are adopting amendments to the accredited investor standards in our rules under the Securities Act of 1933 to implement the requirements of the Dodd-Frank Wall Street Reform and Consumer Protection Act. The Act requires the definitions of “accredited investor” in our Securities Act rules to exclude the value of a person's primary residence for purposes of determining whether the person qualifies as an “accredited investor” on the basis of having a net worth in excess of \$1 million. This change to the net worth standard was effective upon enactment by operation of the Dodd-Frank Act, but it also requires us to revise our current Securities Act rules to conform to the new standard. We also are adopting technical amendments to Form D and a number of our rules to conform them to