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Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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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; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that published in the **Federal Register**. That AD applies to all Hawker Beechcraft Corporation Models 95-C55, D55, E55, 58, and 58A airplanes equipped with a certain STC. The description of the affected STCs in the first sentence of the **SUPPLEMENTARY INFORMATION**, Discussion section, is incorrect. This document corrects that error. In all other respects, the original document remains the same.

DATES: This final rule is effective March 5, 2012. The effective date for AD 2011-27-04 (76 FR 81790, December 29, 2011) remains December 29, 2011.

ADDRESSES: 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 address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

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:

Airworthiness Directive 2011-27-04, amendment 39-16905 (76 FR 81790, December 29, 2011), currently requires assuring the airspeed indicator(s) and/or airspeed limitations placard(s) have the correct minimum control speed (V_{MC}) markings for all Hawker Beechcraft Corporation Models 95-C55, D55, E55, 58, and 58A airplanes equipped with a certain STC.

As published, the description of the affected STCs in the first sentence of the **SUPPLEMENTARY INFORMATION**, Discussion section, is incorrect.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the preamble to the final rule is being published in the **Federal Register**.

The effective date of this AD remains December 29, 2011.

Correction of Non-Regulatory Text

In the **Federal Register** of December 29, 2011, AD 2011-27-04; Amendment 39-16905 is corrected as follows:

On page 81790, in the third column, on line 2 under the heading **SUPPLEMENTARY INFORMATION**, Discussion, correct “, we found that STC SA1762SO (installation of vortex generators) and STC SA4016NM (Foxstar Baron modification of winglets and different engines and propellers) were installed.” to read “, we found that STC SA1762SO (Foxstar Baron modification of winglets and different engines and propellers) and STC SA4016NM (installation of vortex generators) were installed.”

Issued in Kansas City, Missouri, on February 23, 2012.

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012-5290 Filed 3-2-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-0588; Directorate Identifier 2010-SW-074-AD; Amendment 39-16717; AD 2011-12-10]

RIN 2120-AA64

Airworthiness Directives; Robinson Helicopter Company Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register**. That AD applies to Robinson Helicopter Company (Robinson) Model R22, R22 Alpha, R22 Beta, R22 Mariner, R44, and R44 II helicopters. The paragraph reference in paragraph (b) of the Compliance section is incorrect. Paragraph (b) references paragraph (d), when it should reference paragraph (c). This document corrects that error. Additionally, the word “inspection” has been added in paragraph (b) for clarification. In all other respects, the original document remains the same.

DATES: The effective date of this final rule is March 5, 2012. The effective date for AD 2011-12-10 remains July 5, 2011.

Examining the AD Docket: You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, any incorporated-by-reference service information, the economic evaluation, any comments received, and other information. The street address for the Docket Operations Office (phone: 800-647-5527) is U.S. Department of Transportation, Docket Operations Office, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Eric D. Schrieber, Aerospace Engineer, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5348; email eric.schrieber@faa.gov (regarding Model R22 helicopters); or Fred Guerin, Aerospace Engineer, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5232; email fred.guerin@faa.gov (regarding Model R44 helicopters).

SUPPLEMENTARY INFORMATION:

Airworthiness Directive 2011-12-10, Amendment 39-16717 (76 FR 35330, June 17, 2011), currently includes the following paragraph (b) in the compliance section:

“(b) If you find any bare metal in the area of the skin-to-spar bond line, before further flight, inspect the blade by following the requirements of paragraph (d) of this AD.”

As published, the reference to paragraph (d) is incorrect. The correct reference is to paragraph (c). Paragraph (c) contains the inspection requirements, and the incorrect

reference to paragraph (d) is confusing. We have also added the word “inspection” to clarify that the requirements we are referring to are the inspection requirements, not the compliance times.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

Correction of Regulatory Text

§ 39.13 [Corrected]

■ In the **Federal Register** of June 17, 2011, on page 35333 in the second column, paragraph (b) of AD 2011–12–10 is corrected to read as follows:

* * * * *

(b) If you find any bare metal in the area of the skin-to-spar bond line, before further flight, inspect the blade by following the inspection requirements of paragraph (c) of this AD.

* * * * *

Issued in Fort Worth, Texas, on January 3, 2012.

Lance T. Gant,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 2012–4604 Filed 3–2–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2011–0556; **Airspace**
Docket No. 11–ASO–21]

Amendment of Class E Airspace; Jacksonville, NC

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule, technical
amendment.

SUMMARY: This action amends Class E airspace at Albert J. Ellis Airport, Jacksonville, NC, by updating the geographic coordinates of the airport to aid in the navigation of our National Airspace System. The airport dimensions and operating procedures remain the same.

DATES: *Effective date:* 0901 UTC, April 5, 2012. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group,

Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–6364.

SUPPLEMENTARY INFORMATION:

History

The FAA received a request from the National Aeronautical Navigation Services to update the geographic coordinates of Albert J. Ellis Airport, Jacksonville, NC. This action makes the adjustment.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by amending Class E surface airspace, and Class E airspace extending upward from 700 feet above the surface, at Albert J. Ellis Airport, Jacksonville, NC. The geographic coordinates of the airport are adjusted to be in concert with the FAA aeronautical database. Accordingly, since this is an administrative change, and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedures under 5 U.S.C. 553(b) are unnecessary.

The Class E airspace designations are published in Paragraphs 6002 and 6005, respectively of FAA order 7400.9V, dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current, is non-controversial and unlikely to result in adverse or negative comments. It, therefore, (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the

efficient use of airspace. This regulation is within the scope of that authority as it amends controlled airspace at Jacksonville, NC.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011, is amended as follows:

Paragraph 6002 Class E airspace designated as surface areas.

* * * * *

ASO NC E2 Jacksonville Albert J. Ellis Airport, NC [Amended]

Jacksonville, Albert J. Ellis Airport, NC
(Lat. 34°49'45" N., long. 77°36'44" W.)

Within a 4.2-mile radius of Albert J. Ellis Airport. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ASO NC E5 Jacksonville, NC [Amended]

Jacksonville, New River MCAS, NC
(Lat. 34°42'30" N., long. 77°26'23" W.)
Albert J. Ellis Airport
(Lat. 34°49'45" N., long. 77°36'44" W.)
Onslow Memorial Hospital Point In Space
Coordinates
(Lat. 34°45'36" N., long. 77°22'28" W.)

That airspace extending upward from 700 feet or more above the surface within a 7-mile radius of New River MCAS, and within a 6.7-mile radius of Albert J. Ellis Airport, and within a 6-mile radius of the point in space (lat. 34°45'36" N., long. 77°22'28" W.) serving Onslow Memorial Hospital.