

3. The airplane emergency electrical-power system must be designed to supply:

a. Electrical power required for immediate safety, which must continue to operate without the need for crew action following the loss of the normal electrical power, for a duration sufficient to allow reconfiguration to provide a non-time-limited source of electrical power.

b. Electrical power required for continued safe flight and landing for the maximum diversion time.

4. If APU-generated electrical power is used in satisfying the requirements of these special conditions, and if reaching a suitable runway upon which to land is beyond the capacity of the battery systems, then the APU must be able to be started under any foreseeable flight condition prior to the depletion of the battery or the restoration of normal electrical power, whichever occurs first. Flight tests must demonstrate this capability at the most critical condition.

a. It must be shown that the APU will provide adequate electrical power for continued safe flight and landing.

b. The Airplane Flight Manual (AFM) must incorporate non-normal procedures that direct the pilot to take appropriate actions to activate the APU after loss of normal engine-driven generated electrical power.

As a part of showing compliance with these special conditions, the tests by which loss of all normal electrical power is demonstrated must also take into account the following:

1. The failure condition should be assumed to occur during night instrument meteorological conditions (IMC), at the most critical phase of the flight, relative to the worst possible electrical-power distribution and equipment-loads-demand condition.

2. After the un-restorable loss of normal engine generator power, the airplane-engine-restart capability must be provided and operations continued in IMC.

3. It should be demonstrated that the aircraft is capable of continued safe flight and landing. The length of time must be computed based on the maximum diversion-time capability for which the airplane is being certified. Consideration for airspeed reductions resulting from the associated failure or failures must be made.

4. The airplane must provide adequate indication of loss of normal electrical power to direct the pilot to the non-normal procedures, and the AFM must incorporate non-normal procedures that will direct the pilot to take appropriate actions.

Issued in Renton, Washington, on December 20, 2011.

**K.C. Yanamura,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## JOINT BOARD FOR THE ENROLLMENT OF ACTUARIES

### 20 CFR Part 901

[TD 9517]

RIN 1545-BC82

#### Regulations Governing the Performance of Actuarial Services Under the Employee Retirement Income Security Act of 1974; Correction

**AGENCY:** Joint Board for the Enrollment of Actuaries.

**ACTION:** Correction to final regulations.

**SUMMARY:** This document contains corrections to final regulations (TD 9517) that were published in the **Federal Register** on Thursday, March 31, 2011 (76 FR 17762) relating to the enrollment of actuaries.

**DATES:** This correction is effective on December 28, 2011, and is applicable on March 31, 2011.

**FOR FURTHER INFORMATION CONTACT:** Patrick McDonough, Executive Director, Joint Board for the Enrollment of Actuaries, at (202) 622-8229 (not a toll-free number).

#### SUPPLEMENTARY INFORMATION:

##### Background

The final regulations (TD 9517) that are the subject of this correction are under section 3042 of the Employee Retirement Income Security Act of 1974 (88 Stat. 829), Public Law 93-406 (ERISA).

##### Need for Correction

As published, final regulations (TD 9517) contain errors that may prove to be misleading and are in need of clarification.

##### Correction of Publication

Accordingly, the publication of the final regulations (TD 9517) which were the subject of FR Doc. 2011-7573 is corrected as follows:

On page 17762, column 1, in the preamble, under the paragraph heading "Paperwork Reduction Act", last paragraph of the column, fourth line, the language "901.11(f)(2)(D), 901.11(f)(2)(G) and (H)," is corrected to

read "901.11(f)(2)(i)(D), 901.11(f)(2)(i)(G) and (H),".

**Guy R. Traynor,**

*Acting Chief, Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel, (Procedure and Administration).*

[FR Doc. 2011-33197 Filed 12-27-11; 8:45 am]

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## JOINT BOARD FOR THE ENROLLMENT OF ACTUARIES

### 20 CFR Part 901

[TD 9517]

RIN 1545-BC82

#### Regulations Governing the Performance of Actuarial Services Under the Employee Retirement Income Security Act of 1974; Correction

**AGENCY:** Joint Board for the Enrollment of Actuaries.

**ACTION:** Correcting amendment.

**SUMMARY:** This document describes correcting amendments to final regulations (TD 9517) relating to the enrollment of actuaries. These regulations were published in the **Federal Register** on Thursday, March 31, 2011 (76 FR 17762).

**DATES:** This correction is effective on December 28, 2011, and is applicable on March 31, 2011.

**FOR FURTHER INFORMATION CONTACT:** Patrick McDonough, Executive Director, Joint Board for the Enrollment of Actuaries, at (202) 622-8229 (not a toll-free number).

#### SUPPLEMENTARY INFORMATION:

##### Background

The final regulations (TD 9517) that are the subject of this correction are under section 3042 of the Employee Retirement Income Security Act of 1974 (88 Stat. 829), Public Law 93-406 (ERISA).

##### Need for Correction

As published, final regulations (TD 9517) contain errors that may prove to be misleading and are in need of clarification.

##### List of Subjects in 20 CFR Part 901

Administrative practice and procedure, Pensions.

##### Correction of Publication

Accordingly, 20 CFR part 901 is corrected by making the following correcting amendments: