

that investigation and related law enforcement activities.

(e) From subsection (e)(3) (Notice to Subjects) because providing such detailed information could impede law enforcement by compromising the existence of a confidential investigation or reveal the identity of witnesses or confidential informants.

(f) From subsections (e)(4)(G), (e)(4)(H), and (e)(4)(I) (Agency Requirements) and (f) (Agency Rules), because portions of this system are exempt from the individual access provisions of subsection (d) for the reasons noted above, and therefore DHS is not required to establish requirements, rules, or procedures with respect to such access. Providing notice to individuals with respect to existence of records pertaining to them in the system of records or otherwise setting up procedures pursuant to which individuals may access and view records pertaining to themselves in the system would undermine investigative efforts and reveal the identities of witnesses, and potential witnesses, and confidential informants.

(g) From subsection (e)(5) (Collection of Information) because with the collection of information for law enforcement purposes, it is impossible to determine in advance what information is accurate, relevant, timely, and complete. Compliance with subsection (e)(5) would preclude DHS agents from using their investigative training and exercise of good judgment to both conduct and report on investigations.

(h) From subsection (e)(8) (Notice on Individuals) because compliance would interfere with DHS's ability to obtain, serve, and issue subpoenas, warrants, and other law enforcement mechanisms that may be filed under seal and could result in disclosure of investigative techniques, procedures, and evidence.

(i) From subsection (g)(1) (Civil Remedies) to the extent that the system is exempt from other specific subsections of the Privacy Act.

Dated: November 23, 2011.

Mary Ellen Callahan,
Chief Privacy Officer, Department of Homeland Security.

[FR Doc. 2011-33428 Filed 12-28-11; 8:45 am]

BILLING CODE 9110-9M-P

DEPARTMENT OF AGRICULTURE
Rural Business-Cooperative Service

7 CFR Part 4274

Direct and Insured Loanmaking

CFR Correction

In Title 7 of the Code of Federal Regulations, Part 2000 to End, revised as of January 1, 2011, on page 746, in § 4274.338, paragraph (b)(4)(ii)(D) is added to read as follows:

§ 4274.338 Loan agreements between the Agency and the intermediary.

* * * * *

- (b) * * *
- (4) * * *
- (ii) * * *

(D) An annual report on the extent to which increased employment, income and ownership opportunities are provided to low-income persons, farm families, and displaced farm families for each loan made by such intermediary.

* * * * *

[FR Doc. 2011-33527 Filed 12-28-11; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF JUSTICE

Executive Office for Immigration Review

8 CFR Part 1292

Professional Conduct for Practitioners—Representation and Appearances

CFR Correction

In Title 8 of the Code of Federal Regulations, revised as of January 1, 2011, on page 1142, in § 1292.1, paragraph (a)(2) introductory text is corrected to read as follows:

§ 1292.1 Representation of others.

- (a) * * *

(2) *Law students and law graduates not yet admitted to the bar.* A law student who is enrolled in an accredited U.S. law school, or a graduate of an accredited U.S. law school who is not yet admitted to the bar, provided that:

* * * * *

[FR Doc. 2011-33530 Filed 12-28-11; 8:45 am]

BILLING CODE 1505-01-D

FEDERAL DEPOSIT INSURANCE CORPORATION

12 CFR Part 345

Community Reinvestment

CFR Correction

In Title 12 of the Code of Federal Regulations, Parts 300 to 499, revised as of January 1, 2011, on page 457, in § 345.12, paragraph (u)(1) is revised to read as follows:

§ 345.12 Definitions.

* * * * *

- (u) * * *

(1) *Definition.* Small bank means a bank that, as of December 31 of either of the prior two calendar years, had assets of less than \$1.122 billion. Intermediate small bank means a small bank with assets of at least \$280 million as of December 31 of both of the prior two calendar years and less than \$1.122 billion as of December 31 of either of the prior two calendar years.

* * * * *

[FR Doc. 2011-33529 Filed 12-28-11; 8:45 am]

BILLING CODE 1505-01-D

BUREAU OF CONSUMER FINANCIAL PROTECTION

12 CFR Part 1013

[Docket No. CFPB-2011-0026]

RIN 3170-AA06

Consumer Leasing (Regulation M); Correction

AGENCY: Bureau of Consumer Financial Protection.

ACTION: Interim final rule; correction.

SUMMARY: The Bureau of Consumer Financial Protection (Bureau) is correcting an interim final rule that appeared in the **Federal Register** of December 19, 2011 (76 FR 78500). The interim final rule established a new Regulation M (Consumer Leasing) in accordance with the transfer of rulemaking authority for the Consumer Leasing Act of 1976 (CLA) from the Board of Governors of the Federal Reserve System to the Bureau under Title X of the Dodd-Frank Wall Street Reform and Consumer Protection Act.¹

DATES: Effective December 30, 2011.

FOR FURTHER INFORMATION CONTACT: Courtney Jean or Priscilla Walton-Fein, Office of Regulations, at (202) 435-7700.

¹ Section 1066 of the Dodd-Frank Act grants the Secretary of the Treasury interim authority to perform certain functions of the Bureau. Pursuant to that authority, Treasury is publishing this interim final rule on behalf of the Bureau.

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]

BILLING CODE 4810–AM–P

**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**

* * * * *

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

* * * * *

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

BILLING CODE 1505–01–D

**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]

BILLING CODE 1505–01–D

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