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 Hawkber 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 SA1762SU (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 SA1762SU (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.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that was published in the Federal Register. AD 2011–27–04; Amendment 39–16905 currently requires assuring the airspeed indicator(s) and/or airspeed limitations placard(s) have the correct minimum control speed (V_{MC}) markings for all Hawkber 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.

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

John Colomy,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
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.

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 (49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1950–1963 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.