

fittings of the front, middle, and rear spars; and corrective actions if necessary.

As published, that NPRM specifies an incorrect Docket No. (*i.e.*, FAA–2005–20403) throughout preamble and the regulatory text of the AD. The correct Docket No. is FAA–2005–22403.

No other part of the regulatory information has been changed; therefore, the NPRM is not republished in the **Federal Register**.

The last date for submitting comments to the NPRM remains October 14, 2005.

#### **§ 39.13 [Corrected]**

In the **Federal Register** of September 14, 2005, on page 54318, in the first column, paragraph 2. of PART 39—AIRWORTHINESS DIRECTIVES of NPRM, Docket No. FAA–2005–22403, Directorate Identifier 2005–NM–144–AD is corrected to read as follows:

\* \* \* \* \*

**Bombardier, Inc. (Formerly de Havilland, Inc.):** Docket No. FAA–2005–22403; Directorate Identifier 2005–NM–144–AD.

\* \* \* \* \*

Issued in Renton, Washington, on September 26, 2005.

**Ali Bahrami,**

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

[FR Doc. 05–19558 Filed 9–29–05; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. FAA–2005–22402; Directorate Identifier 2005–NM–133–AD]

**RIN 2120–AA64**

#### **Airworthiness Directives; Sabreliner Model NA–265, NA–265–20, NA–265–30, NA–265–40, NA–265–50, NA–265–60, NA–265–65, NA–265–70, and NA–265–80 Series Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice of proposed rulemaking (NPRM); correction.

**SUMMARY:** The FAA is correcting a typographical error in an NPRM that was published in the **Federal Register** on September 14, 2005 (70 FR 54318). The error resulted in an incorrect Docket No. The NPRM applies to certain Sabreliner Model NA–265, NA–265–20, NA–265–30, NA–265–40, NA–265–50, NA–265–60, NA–265–65, NA–265–70, and NA–265–80 series airplanes. The

NPRM would require repetitive inspections for discrepancies in the front and rear spars of the wing in the area of the wing center section, and in the lugs on the rear spar and wing trailing edge panel rib, and corrective actions if necessary. The NPRM also would require inspections for fuel leaks of the front and rear spars of the wing, and for discrepancies in the front and rear spars of the wing in the area of the wing center section, and in the lugs on the rear spar and wing trailing edge panel rib; and related investigative and corrective actions, if necessary.

**FOR FURTHER INFORMATION CONTACT:** T.N. Baktha, Aerospace Engineer, Airframe Branch, ACE–118W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4155; fax (316) 946–4407.

**SUPPLEMENTARY INFORMATION:** On September 6, 2005, the FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to certain Sabreliner Model NA–265, NA–265–20, NA–265–30, NA–265–40, NA–265–50, NA–265–60, NA–265–65, NA–265–70, and NA–265–80 series airplanes. That NPRM was published in the **Federal Register** on September 14, 2005 (70 FR 54318). That NPRM proposed to require repetitive inspections for discrepancies in the front and rear spars of the wing in the area of the wing center section, and in the lugs on the rear spar and wing trailing edge panel rib, and corrective actions if necessary. That NPRM also proposed to require repetitive inspections for fuel leaks of the front and rear spars of the wing, and for discrepancies in the front and rear spars of the wing in the area of the wing center section, and in the lugs on the rear spar and wing trailing edge panel rib; and related investigative and corrective actions, if necessary.

As published, that NPRM specifies an incorrect Docket No. (*i.e.*, FAA–2005–20402) throughout preamble and the regulatory text of the AD. The correct Docket No. is FAA–2005–22402.

No other part of the regulatory information has been changed; therefore, the NPRM is not republished in the **Federal Register**.

The last date for submitting comments to the NPRM remains October 31, 2005.

#### **§ 39.13 [Corrected]**

In the **Federal Register** of September 14, 2005, on page 54320, in the third column, paragraph 2. of PART 39—AIRWORTHINESS DIRECTIVES of NPRM, Docket No. FAA–2005–22402,

Directorate Identifier 2005–NM–133–AD is corrected to read as follows:

\* \* \* \* \*

**Sabreliner Corporation:** Docket No. FAA–2005–22402; Directorate Identifier 2005–NM–133–AD.

\* \* \* \* \*

Issued in Renton, Washington, on September 26, 2005.

**Ali Bahrami,**

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

[FR Doc. 05–19557 Filed 9–29–05; 8:45 am]

**BILLING CODE 4910–13–P**

## **SOCIAL SECURITY ADMINISTRATION**

### **20 CFR Part 411**

**RIN 0960–AF89**

#### **Amendments to the Ticket to Work and Self-Sufficiency Program**

**AGENCY:** Social Security Administration.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** We are proposing to revise our regulations for the Ticket to Work and Self-Sufficiency Program (Ticket to Work program), authorized by the Ticket to Work and Work Incentives Improvement Act of 1999. The Ticket to Work program provides beneficiaries with disabilities expanded options for access to employment services, vocational rehabilitation services, and other support services. We are proposing to make revisions to the current rules to improve the overall effectiveness of the program in assisting beneficiaries to maximize their economic self-sufficiency through work opportunities. These revisions are based on our vision of the future direction of the Ticket to Work program, our experience using the current rules, and recommendations made by a number of commenters on the program.

**DATES:** To be sure your comments are considered, we must receive them by December 29, 2005.

**ADDRESSEES:** You may give us your comments by: using our Internet site facility (*i.e.*, Social Security Online) at <http://policy.ssa.gov/erm/Rules+Open+To+Comment> or the Federal eRulemaking Portal: <http://www.regulations.gov>; e-mail to [regulations@ssa.gov](mailto:regulations@ssa.gov); by telefax to (410) 966–2830; or letter to the Commissioner of Social Security, P.O. Box 17703, Baltimore, MD 21235–7703. You may also deliver them to the Office of Regulations, Social Security Administration, 107 Altmeyer Building, 6401 Security Boulevard, Baltimore, MD 21235–6401, between 8 a.m. and 4:30