

Material Incorporated by Reference

(l) You must use PATS Aircraft Service Bulletin SA979NE-28-SB-28_IR, dated April 3, 2006, and the applicable PATS Aircraft supplement to the Boeing 757-200 Airplane Flight Manual identified in Table 2 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 2.—AIRPLANE FLIGHT MANUAL SUPPLEMENTS FOR INCORPORATION BY REFERENCE

PATS Aircraft airplane flight manual supplement—	Dated—
142	May 31, 2006.
143	May 31, 2006.
144	May 31, 2006.
145	May 31, 2006.
146	May 31, 2006.

The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact PATS Aircraft, LLC, Product Support, 21652 Nanticoke Avenue, Georgetown, DE 19947, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on June 15, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5702 Filed 6-27-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2006-23890; Directorate Identifier 2005-NM-229-AD; Amendment 39-14633; AD 2006-12-08]

RIN 2120-AA64

Airworthiness Directives; Goodrich Evacuation Systems Approved Under Technical Standard Order (TSO) TSO-C69b and Installed on Airbus Model A330-200 and -300 Series Airplanes, Model A340-200 and -300 Series Airplanes, and Model A340-541 and -642 Airplanes

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

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an inadvertent error in an existing airworthiness directive (AD) that was published in the **Federal Register** on June 12, 2006 (71 FR 33606). The error resulted in an incorrect reference to the airplane manufacturer instead of the TSO holder. This AD applies to Goodrich evacuation systems approved under TSO-C69b and installed on certain Airbus Model A330-200 and -300 series airplanes, Model A340-200 and -300 series airplanes, and Model A340-541 and -642 airplanes. This AD requires inspecting to determine the part number of the pressure relief valves on the affected Goodrich evacuation systems, and corrective action if necessary.

DATES: Effective July 17, 2006.

ADDRESSES: The AD docket contains the proposed AD, comments, and any final disposition. You may examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Washington, DC. This docket number is FAA-2006-23890; the directorate identifier for this docket is 2005-NM-229-AD.

FOR FURTHER INFORMATION CONTACT:

Tracy Ton, Aerospace Engineer, Cabin Safety/Mechanical and Environmental Systems Branch, ANM-150L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5352; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: On May 31, 2006, the FAA issued AD 2006-12-08, amendment 39-14633 (71 FR 33606, June 12, 2006), for Goodrich evacuation systems approved under TSO-C69b and installed on certain Airbus Model A330-200 and -300 series airplanes, Model A340-200 and -300 series airplanes, and Model A340-541 and -642 airplanes. The AD requires inspecting to determine the part number of the pressure relief valves on the affected Goodrich evacuation systems, and corrective action if necessary.

As published, the final rule identifies an incorrect reference to the airplane manufacturer (Airbus) in the regulatory text of the AD. The correct reference is Goodrich (formerly BF Goodrich).

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

The effective date of this AD remains July 17, 2006.

§ 39.13 [Corrected]

■ In the **Federal Register** of June 12, 2006, on page 33607, in the second column, paragraph 2 of PART 39—AIRWORTHINESS DIRECTIVES of AD 2006-12-08 is corrected to read as follows:

* * * * *

■ 2. The Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

2006-12-08 Goodrich (Formerly BF Goodrich): Amendment 39-14633. Docket No. FAA-2006-23890; Directorate Identifier 2005-NM-229-AD.

* * * * *

Issued in Renton, Washington, on June 20, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5739 Filed 6-27-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30500 Amdt. No. 3172]

Standard Instrument Approach Procedures, Weather Takeoff Minimums; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and/or Weather Takeoff Minimums for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective June 28, 2006. The compliance date for each SIAP and/or Weather Takeoff Minimums is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 28, 2006.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

For Purchase—

Individual SIAP and Weather Takeoff Minimums copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAPs and Weather Takeoff Minimums mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125), telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), establishes, amends, suspends, or revokes SIAPs and/or Weather Takeoff Minimums. The complete regulatory description of each SIAP and/or Weather Takeoff Minimums is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, 8260-5 and 8260-15A. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs and/or Weather Takeoff Minimums, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs and/or Weather Takeoff Minimums but refer to their depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP and/or Weather Takeoff Minimums contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR sections, with the types and effective dates of the SIAPs and/or Weather Takeoff Minimums. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP and/or Weather Takeoff Minimums as contained in the transmittal. Some SIAP and/or Weather Takeoff Minimums amendments may have been previously issued by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP, and/or

Weather Takeoff Minimums amendments may require making them effective in less than 30 days. For the remaining SIAPs and/or Weather Takeoff Minimums, an effective date at least 30 days after publication is provided.

Further, the SIAPs and/or Weather Takeoff Minimums contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and/or Weather Takeoff Minimums, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and/or Weather Takeoff Minimums and safety in air commerce, I find that notice and public procedure before adopting these SIAPs and/or Weather Takeoff Minimums are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs and/or Weather Takeoff Minimums effective in less than 30 days.

Conclusion

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. 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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, and Navigation (Air).

Issued in Washington, DC on June 20, 2006.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, under Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures and Weather Takeoff

Minimums effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

* * * *Effective 03 August 2006*

Bessemer, AL, Bessemer, NDB RWY 5, Amdt 3, CANCELLED
 Fairhope, AL, H L Sonny Callahan, RNAV (GPS) RWY 1, Orig
 Fairhope, AL, H L Sonny Callahan, RNAV (GPS) RWY 19, Orig
 Fairhope, AL, H L Sonny Callahan, GPS RWY 1, Orig, CANCELLED
 Fairhope, AL, H L Sonny Callahan, VOR/DME-A, Amdt 5
 Fairhope, AL, H L Sonny Callahan, Takeoff Minimums and Textual DP, Orig
 Texarkana, AR, Texarkana Regional-Webb Field, VOR RWY 13, Amdt 16
 Texarkana, AR, Texarkana Regional-Webb Field, RNAV (GPS) RWY 4, Orig
 Texarkana, AR, Texarkana Regional-Webb Field, RNAV (GPS) RWY 13, Orig
 Texarkana, AR, Texarkana Regional-Webb Field, RNAV (GPS) RWY 22, Orig
 Texarkana, AR, Texarkana Regional-Webb Field, RNAV (GPS) RWY 31, Orig
 Texarkana, AR, Texarkana Regional-Webb Field, GPS RWY 4, Orig-A, CANCELLED
 Texarkana, AR, Texarkana Regional-Webb Field, GPS RWY 22, Orig-A, CANCELLED
 Texarkana, AR, Texarkana Regional-Webb Field, GPS RWY 31, Orig-A, CANCELLED
 Tucson, AZ, Tucson Intl, ILS OR LOC RWY 11L, Amdt 13
 Tucson, AZ, Tucson Intl, RNAV (RNP) Y RWY 11L, Orig
 Tucson, AZ, Tucson Intl, RNAV (GPS) Z RWY 11L, Amdt 1
 Tucson, AZ, Tucson Intl, RNAV (RNP) Y RWY 29R, Orig
 Tucson, AZ, Tucson Intl, RNAV (GPS) Z RWY 29R, Amdt 2
 Oxnard, CA, Oxnard, LOC RWY 25, Orig
 Oxnard, CA, Oxnard, ILS RWY 25, Amdt 11
 Pueblo, CO, Pueblo Memorial, RNAV (GPS) RWY 26R, Orig
 Pueblo, CO, Pueblo Memorial, GPS RWY 26R, Orig, CANCELLED
 Fort Myers, FL, Southwest Florida Intl, NDB RWY 5, Orig
 Fort Myers, FL, Southwest Florida Intl, VOR/DME OR TACAN RWY 23, Orig
 Gary, IN, Gary/Chicago Intl, RNAV (RNP) RWY 12, Orig
 Oakley, KS, Oakley Muni, NDB RWY 34, Amdt 3
 Oakley, KS, Oakley Muni, RNAV (GPS) RWY 34, Orig
 Oakley, KS, Oakley Muni, Takeoff Minimums and Textual DP, Orig
 Saginaw, MI, Saginaw County H.W. Browne, ILS OR LOC/DME RWY 27, Orig
 St. Louis, MO, Lambert-St. Louis Intl, ILS OR LOC RWY 29, Amdt 1

St. Louis, MO, Lambert-St. Louis Intl, ILS PRM RWY 29, Amdt 1 (Simultaneous Close Parallel)

St. Louis, MO, Lambert-St. Louis Intl, ILS OR LOC RWY 30R, ILS RWY 30R (CAT II); ILS RWY 30R (CAT III), Amdt 9

St. Louis, MO, Lambert-St. Louis Intl, ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II), ILS PRM RWY 30R (CAT III), Amdt 1 (Simultaneous Close Parallel)

St. Louis, MO, Lambert-St. Louis Intl, LDA PRM RWY 30L, Amdt 1 (Simultaneous Close Parallel)

St. Louis, MO, Lambert-St. Louis Intl, RNAV (GPS) RWY 29, Orig

St. Louis, MO, Lambert-St. Louis Intl, RNAV (GPS) RWY 30R, Amdt 1

St. Louis, MO, Lambert-St. Louis Intl, LDA/DME RWY 30L, Amdt 1

Kalispell, MT, Glacier Park Intl, RNAV (GPS) RWY 2, Amdt 1

Kalispell, MT, Glacier Park Intl, VOR/DME RWY 30, Amdt 10

Kalispell, MT, Glacier Park Intl, Takeoff Minimums and Textual DP, Amdt 3

Grand Forks, ND, Grand Forks Intl, RNAV (GPS) RWY 17R, Orig

Grand Forks, ND, Grand Forks Intl, RNAV (GPS) RWY 26, Orig

Grand Forks, ND, Grand Forks Intl, RNAV (GPS) RWY 35L, Orig

Grand Forks, ND, Grand Forks Intl, ILS OR LOC RWY 35L, Amdt 12

Grand Forks, ND, Grand Forks Intl, VOR RWY 17R, Amdt 6

Grand Forks, ND, Grand Forks Intl, VOR RWY 35L, Amdt 7

Grand Forks, ND, Grand Forks Intl, GPS RWY 26, Orig-B, CANCELLED

Grand Forks, ND, Grand Forks Intl, Takeoff Minimums and Textual DP, Amdt 1

Scottsbluff, NE, Western Neb. Rgnl/William B. Heilig Field, LOC/DME RWY 12, Orig

Klamath Falls, OR, Klamath Falls, RNAV (GPS) RWY 14, Orig

Klamath Falls, OR, Klamath Falls, VOR/DME OR TACAN RWY 14, Amdt 4

Walla Walla, WA, Walla Walla Regional, ILS OR LOC RWY 20, Amdt 8

* * * *Effective 28 September 2006*

Fort Lauderdale, FL, Fort Lauderdale/Hollywood Intl, RNAV (GPS) RWY 31, Amdt 1

Orlando, FL, Kissimmee Gateway, RNAV (GPS) RWY 33, Orig

Orlando, FL, Kissimmee Gateway, GPS RWY 33, Orig-B, CANCELLED

The FAA published an Amendment in Docket No. 30498, Amdt No. 3170 to Part 97 of the Federal Aviation Regulations (Vol. 71, FR No. 114, Page 34247; dated Wednesday, June 14, 2006) under section 97.27 effective 28 September 2006, which is hereby RESCINDED as follows:

Kelso, WA, Kelso-Longview, NDB OR GPS-A, Amdt 5C, CANCELLED

[FR Doc. 06–5670 Filed 6–27–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[TD 9269]

RIN 1545–BC00

Distributions of Interests in a Loss Corporation From Qualified Trusts

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Final regulations and removal of temporary regulations.

SUMMARY: This document contains final regulations under section 382 of the Internal Revenue Code of 1986. The final regulations affect loss corporations and provide guidance on whether a loss corporation has an owner shift where a qualified trust described in section 401(a) distributes an ownership interest in an entity.

DATES: *Effective Date:* These regulations are effective June 23, 2006.

Applicability Dates: For dates of applicability see § 1.382–10(a)(4).

FOR FURTHER INFORMATION CONTACT:

Keith E. Stanley, (202) 622–7750, (not a toll-free number).

SUPPLEMENTARY INFORMATION:

Background

This document contains amendments to 26 CFR part 1. On June 27, 2003, temporary regulations (TD 9063; 68 FR 38177) regarding whether a loss corporation has an owner shift where a qualified trust described in section 401(a) distributes an ownership interest in an entity were published in the **Federal Register**. A notice of proposed rule making (REG–108676–03) cross-referencing the temporary regulations was published in the **Federal Register** for the same day (68 FR 38247). The temporary regulations provided that— (1) if a qualified trust distributes an ownership interest in an entity, then for testing dates on or after the date of the distribution, the distributed ownership interest will be treated as having been acquired by the distributee on the date and in the manner acquired by the trust, and (2) the distribution itself does not give rise to a testing date. They further provided that, in determining which ownership interests have been distributed, the loss corporation must account for all dispositions of ownership interests by the qualified trust either by specifically identifying the ownership interest disposed of, or by using a first-in, first-out (FIFO) method.