

published a direct final rule amending its regulations in 10 CFR part 72 to revise the BNG Fuel Solutions VSC-24 cask system listing within the "List of Approved Spent Fuel Storage Casks" to include Amendment No. 6 to CoC No. 1007. This amendment revises the Technical Specifications related to periodic monitoring during storage operations and updates editorial changes associated with the company name change from BNFL Fuel Solutions Corporation to BNG Fuel Solutions Corporation. In the direct final rule, NRC stated that if no significant adverse comments were received, the direct final rule would become final on June 5, 2006. The NRC did not receive any comments that warranted withdrawal of the direct final rule. Therefore, this rule will become effective as scheduled.

Dated at Rockville, Maryland, this 23rd day of May, 2006.

For the Nuclear Regulatory Commission,  
**Michael T. Lesar,**  
*Chief, Rules and Directives Branch, Division of Administrative Services, Office of Administration.*

[FR Doc. E6-8273 Filed 5-26-06; 8:45 am]

BILLING CODE 7590-01-P

## FEDERAL RESERVE SYSTEM

### 12 CFR Part 226

#### Truth in Lending (Regulation Z)

##### CFR Correction

In Title 12 of the Code of Federal Regulations, Parts 220 to 299, revised as of January 1, 2006, on page 284, in § 226.7, the last sentence of paragraph (f) is corrected to read as follows:

##### § 226.7 Periodic statement.

\* \* \* \* \*

(f) \* \* \* If there is more than one periodic rate, the amount of the finance charge attributable to each rate need not be separately itemized and identified.

\* \* \* \* \*

[FR Doc. 06-55519 Filed 5-26-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### 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, 2006, on page 312, in § 23.1511, remove paragraphs (a)(2)(i) and (a)(2)(ii).

[FR Doc. 06-55518 Filed 5-26-06; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2006-24897; Directorate Identifier 2006-NM-111-AD; Amendment 39-14619; AD 2006-11-15]

RIN 2120-AA64

**Airworthiness Directives; Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU Airplanes; and Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 190-100 LR, -100 STD, and -100 IGW Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all EMBRAER Model ERJ 170 and Model ERJ 190 airplanes. This AD requires revising the Limitations section of the airplane flight manual to prohibit the flightcrew from moving the throttle into the forward thrust range immediately after applying the thrust reverser. This AD results from a report that, during landing, the thrust reverser may not re-stow completely if the throttle lever is moved into the forward thrust range immediately after the thrust reverser is applied. We are issuing this AD to prevent the flightcrew from performing a takeoff with a partially deployed thrust reverser, which could result in reduced controllability of the airplane.

**DATES:** This AD becomes effective June 14, 2006.

We must receive comments on this AD by July 31, 2006.

**ADDRESSES:** Use one of the following addresses to submit comments on this AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400

Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590.

- Fax: (202) 493-2251.
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Todd Thompson, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1175; fax (425) 227-1149.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

The Departamento de Aviacao Civil (DAC), which is the airworthiness authority for Brazil, notified us that an unsafe condition may exist on all EMBRAER Model ERJ 170 and Model ERJ 190 airplanes. The DAC advises that, during landing, the thrust reverser may not re-stow completely if the throttle lever is moved into the forward thrust range immediately (that is, within 0.2 seconds) after the thrust reverser is applied. If the flightcrew subsequently performs a takeoff, the airplane may become airborne with a partially deployed thrust reverser. This condition, if not corrected, could result in reduced controllability of the airplane. The DAC issued Brazilian airworthiness directives 2006-03-02, effective April 21, 2006 (for all Model ERJ 170 airplanes); and 2006-03-03, effective April 21, 2006 (for all Model ERJ 190 airplanes), to ensure the continued airworthiness of these airplanes in Brazil.

#### FAA's Determination and Requirements of This AD

These airplane models are manufactured in Brazil and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DAC has kept the FAA informed of the situation described above. We have examined the DAC's findings, evaluated all pertinent information, and determined that we need to issue an AD for products of this type design that are certificated for operation in the United States. Therefore, we are issuing this AD to prevent the flightcrew from performing a takeoff with a partially deployed thrust reverser, which could result in reduced controllability of the airplane.