

Term Action section of the following AOTs, as applicable:

(1) For Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes: Airbus A330 AOT 32A3151, dated March 26, 2002; and

(2) For Model A340–211, –212, –213, –311, –312, and –313 airplanes: Airbus A340 AOT 32A4189, dated March 26, 2002.

Lubrication

(b) At the later of the compliance times in paragraphs (b)(1) and (b)(2) of this AD: Lubricate the upper and lower shortening mechanism (SM) link of the main landing gear in accordance with paragraph 4.2.1 of the applicable AOT.

(1) Within 6 months after the date of issuance of the original French standard Airworthiness Certificate or the date of issuance of the original Export Certificate of Airworthiness.

(2) Within 700 flight hours or 60 days after the effective date of this AD, whichever occurs first.

(c) If, during the lubrication required by paragraph (b) of this AD, any corrective actions are required, do paragraph (c)(1) or (c)(2) of this AD, as applicable.

(1) If Airbus Modification 46904 has been accomplished, the corrective actions must be performed in accordance with paragraphs 4.2.2 and 4.3 of the applicable AOT.

(2) If Airbus Modification 46904 has not been accomplished, do the applicable inspection and all necessary corrective actions in accordance with paragraph 4.3 of the applicable AOT.

(d) If, during the lubrication required by paragraph (b) of this AD, there is noticeable resistance or blockage of the greaseway: Before further flight, do the applicable inspection and all necessary corrective actions in paragraphs (e) and (f) of this AD.

Inspections and Corrective Action

(e) For airplanes on which Airbus Modification 46904 has been incorporated that have a discrepant greaseway per paragraph (d) of this AD; and for airplanes on which Airbus Modification 46904 has not been incorporated that do not have a discrepant greaseway: Before further flight following the lubrication required by paragraph (b) of this AD, do a general visual inspection for clearance of the end caps of the SM8 pin, and the presence of the split pin, the nut, the end caps, and the bolts; in accordance with paragraph 4.2.2 of the applicable AOT.

(1) If the combined gap of both end caps to the outer flanges of the bushes in the lower SM is less than 0.75 mm: Within 700 flight hours after the general visual inspection, make all necessary repairs and unblock any blocked greaseway, in accordance with paragraphs 4.2.2 and 4.3 of the applicable AOT.

(2) If the inspection required by paragraph (e) of this AD reveals a migration of the SM8 pin end caps to a gap of 0.75 mm to 3.0 mm: Within 20 flight cycles after the general visual inspection, unblock any blocked greaseway in accordance with paragraph 4.3 of the applicable AOT, and repeat the inspection required by paragraph (e) of this

AD at intervals not to exceed 20 flight cycles until the action in paragraph (e)(3) is accomplished.

(3) If the inspection required by paragraph (e) of this AD reveals a migration of the SM8 pin end caps to a gap of 3.0 mm or greater: Before further flight, remove the SM8 pin, and perform a general visual inspection of the SM upper link, SM lower link, and SM8 pin for damage or blockage, and make all necessary repairs before further flight in accordance with paragraph 4.3 of the applicable AOT.

Note 1: For the purposes of this AD, a general visual inspection is defined as: “A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop light and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

Detailed Inspections and Corrective Actions

(f) If no noticeable resistance or blockage of the greaseway is noted during the lubrication required by paragraph (b) of this AD: Within 700 flight hours after the effective date of this AD, do a detailed inspection of the SM8 pin for damage or corrosion; unblock any blocked greaseway; and replace any damaged or corroded pin with a new part; in accordance with paragraph 4.2.2 of the applicable AOT.

Note 2: For the purposes of this AD, a detailed inspection is defined as: “An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.”

No Reporting Requirements

(g) Although the AOTs referenced in this AD specify to report inspection results to the manufacturer, this AD does not include such a requirement.

Alternative Methods of Compliance

(h)(1) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Note 3: The subject of this AD is addressed in French airworthiness directives 2002–262(B) R1, and 2002–265(B) R2, both dated January 8, 2003.

Incorporation by Reference

(i) Unless otherwise specified in this AD, the actions must be done in accordance with Airbus A330 All Operators Telex 32A3151, dated March 26, 2002; and Airbus A340 All Operators Telex 32A4189, dated March 26, 2002; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of this service information, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. To inspect copies of this service information, go to the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or to 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.

Effective Date

(j) This amendment becomes effective on August 9, 2006.

Issued in Renton, Washington, on June 22, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–5943 Filed 7–3–06; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 30501; Amdt. No. 3173]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment amends Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed 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 July 5, 2006. The compliance date for each SIAP 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 July 5, 2006.

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

For Examination—

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

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

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 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, 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, Code of Federal Regulations, part 97 (14 CFR part 97) amends Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), which is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Code of Federal Regulations. Materials

incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, 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, but refer to their graphic 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 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. 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 as amended in the transmittal. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained for each SIAP as modified by FDC/P-NOTAMs.

The SIAPs, as modified by FDC P-NOTAM, and contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these chart changes to SIAPs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a FDC NOTAM as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in TERPS. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs 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 16, 2006.

James J. Ballough,

Director, Flight Standards Service.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me, title 14, Code of Federal Regulations, part 97, 14 CFR part 97, is amended by amending Standard Instrument Approach Procedures, 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:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective Upon Publication*

FDC date	State	City	Airport	FDC No.	Subject
05/01/06 ...	DC	Washington	Ronald Reagan Washington National	6/6582	COPTER ILS 007, Orig-A.
06/03/06 ...	LA	Alexandria	Alexandria Intl	6/8811	RNAV (GPS) Rwy 18, Orig.

FDC date	State	City	Airport	FDC No.	Subject
06/03/06 ...	LA	Alexandria	Alexandria Intl	6/8812	VOR/DME Rwy 32, Orig.
06/05/06 ...	MI	Davison	Athelone Williams Memorial	6/8856	RNAV (GPS) Rwy 8, Orig.
06/05/06 ...	MI	Davison	Athelone Williams Memorial	6/8857	VOR Rwy 8, Orig.
06/05/06 ...	MI	Davison	Athelone Williams Memorial	6/8858	RNAV (GPS) Rwy 26, Orig.
06/05/06 ...	CA	Long Beach	Long Beach/Daugherty Field	6/8881	ILS Rwy 30, Amdt 32B.
06/05/06 ...	OH	Medina	Medina Muni	6/8899	VOR Rwy 27, Amdt 2.
06/09/06 ...	MA	Norwood	Norwood Memorial	6/9367	RNAV (GPS) Rwy 35, Amdt 1.
06/09/06 ...	IA	Newton	Newton Muni	6/9381	ILS Rwy 32, Amdt 1C.
06/09/06 ...	TX	Mesquite	Mesquite Metro	6/9406	LOC BC Rwy 35 Amdt 2A.
6/10/06	MO	Cape Girardeau	Cape Girardeau Regional	6/9428	VOR Rwy 10, Amdt 2A.
6/10/06	MO	Cape Girardeau	Cape Girardeau Regional	6/9429	LOC/DME BC Rwy 28, Amdt 6A.
06/13/06 ...	CO	Eagle County Regional	Eagle	6/9602	LDA/DME Rwy 25, Orig.
06/13/06 ...	MO	Kaiser/Lake Ozark	Lee C Fine Memorial	6/9672	LOC/DME Rwy 21, Amdt 1B.
06/13/06 ...	FL	Kendall-Tamiami Executive	Miami	6/9689	RNAV (GPS) Rwy 9R, Orig.
06/14/06 ...	MI	Detroit	Willow Run	6/9833	RNAV (GPS) Rwy 23L, Orig.
06/14/06 ...	NY	New York	LA Guardia	6/9835	ILS Rwy 22, Amdt 19.
06/14/06 ...	MI	Detroit	Willow Run	6/9838	RNAV (GPS) Rwy 23R, Orig.

[FR Doc. 06-5637 Filed 7-3-06; 8:45 am]

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 284

[Docket No. RM95-4-000]

Revisions to Uniform System of Accounts, Forms, Statements and Reporting Requirements for Natural Gas Companies; Correction

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Correcting amendment.

SUMMARY: This document contains a correction to a final rule (RM95-4-000) that the Federal Energy Regulatory Commission published in the **Federal Register** on October 11, 1995 (60 FR 53020). That action amended the Commission's Uniform System of Accounts.

DATES: *Effective Date:* July 5, 2006.

FOR FURTHER INFORMATION CONTACT: Sandra J. Delude, Federal Energy Regulatory Commission, (202) 502-8583.

SUPPLEMENTARY INFORMATION:

Background

The final regulations that are the subject of these corrections amended the Commission's Uniform System of Accounts, its forms, and its reports and statements for natural gas companies.

Need for Correction

As published, the final regulations contain an error which is misleading and needs to be clarified.

List of Subjects in 18 CFR Part 284

Continental shelf, Natural gas, Reporting and recordkeeping requirements.

■ Accordingly, 18 CFR part 284 is corrected by making the following correcting amendment:

PART 284—CERTAIN SALES AND TRANSPORTATION OF NATURAL GAS UNDER THE NATURAL GAS POLICY ACT OF 1978 AND RELATED AUTHORITIES

■ 1. The authority citation for part 284 continues to read as follows:

Authority: 18 U.S.C. 717-717w, 3301-3432, 42 U.S.C. 7201-7352; 43 U.S.C 1331-1356.

§ 284.126 [Amended]

■ 2. In § 284.126, paragraph (d) is removed.

Magalie R. Salas,
Secretary.

[FR Doc. E6-10468 Filed 7-3-06; 8:45 am]

BILLING CODE 6717-01-P

SOCIAL SECURITY ADMINISTRATION

20 CFR Part 422

RIN 0960-AE89

Federal Old-Age, Survivors, and Disability Insurance and Supplemental Security Income; Collection of Overdue Program and Administrative Debts Using Federal Salary Offset

AGENCY: Social Security Administration (SSA).

ACTION: Final rules.

SUMMARY: The proposed rules published in the **Federal Register** on March 13, 2006 at 71 FR 12648, are adopted as final with no changes. These regulations modify our regulations dealing with the recovery of benefit overpayments under titles II and XVI of the Social Security Act (the Act), as well as recovery of administrative debts owed to us. Specifically, we are modifying our regulations to implement statutory authority for the use of Federal Salary Offset (FSO). FSO is a process whereby the salary-paying agency withholds and pays to us up to 15 percent of the debtor's disposable pay until the debt has been repaid. In the case of title II program overpayment debts, we would apply FSO to collect only overpayments made to a person after he or she attained age 18, and we would pursue FSO after that person ceases to be a beneficiary and we determine that the overpayment is otherwise unrecoverable under section 204 of the Act. In the case of title XVI program overpayment debts, these same restrictions apply, but we must determine the overpayment to be otherwise unrecoverable under section 1631(b) of the Act, rather than section