

SUPPLEMENTARY INFORMATION:**History**

On April 24, 2006, a final rule for Airspace Docket No. 04-ANM-24, FAA Docket No. FAA-2004-19684, was published in the **Federal Register** (71 FR 20876). This rule revised Class E airspace at Herlong, CA. The legal description title was incorrectly stated as ANM CA E5 Herlong, CA. The correct legal description title should be AWP CA Herlong, CA. This action corrects this error.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the title in the legal description as published in the **Federal Register** on April 24, 2006 (71 FR 20876), Airspace Docket No. 04-ANM-24, FAA Docket No. FAA-2004-19684, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

PART 71—[AMENDED]**§ 71.1 [Amended]**

■ On page 20876, correct the legal description title for Herlong, CA, to read as follows:

Paragraph 6005—Class E Airspace.

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AWP CA Herlong, CA [Revised]

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Issued in Seattle, Washington, on May 23, 2006.

R. D. Engelke,

Acting Area Director, Western En Route and Oceanic Operations.

[FR Doc. 06-5034 Filed 6-1-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2006-24027; Airspace Docket No. 06-ASO-1]

RIN 2120-AA66

Modification of VOR Federal Airways; and Establishment of Area Navigation Route; NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Very High Frequency Omnidirectional Range (VOR) Federal Airways V-56 and V-290, NC; and Colored Federal Airway G-13, NC; to remove unusable airway segments. In addition, this action

establishes a new low altitude area navigation (RNAV) route, designated T-243, to enhance instrument flight rules (IFR) access to the Outer Banks area of North Carolina.

DATES: *Effective Date:* 0901 UTC, August 3, 2006.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace and Rules, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:**History**

On March 17, 2006, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify VOR Federal Airways V-56 and V-290, and Colored Federal Airway G-13, NC, to remove unusable airway segments; and to establish low altitude RNAV route T-243 (71 FR 13789). Interested parties were invited to participate in this rulemaking effort by submitting written comments on this proposal to the FAA. Two comments were received, both in favor of the proposal. With the exception of editorial changes, this amendment is the same as that proposed in the notice.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying the descriptions of VOR Federal Airways V-56 and V-290, and Colored Federal Airway G-13, to delete segments based on nondirectional beacon (NDB) navigation aids that are no longer in service. This action also establishes a new Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) RNAV route, designated T-243, to enhance IFR navigation in the Outer Banks area of North Carolina. The FAA is taking this action to enhance the safe and efficient use of the navigable airspace in eastern North Carolina.

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. Therefore, this regulation: (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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it

is certified that this rule, when promulgated, 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 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

Paragraph 6009(a)—Colored Federal Airways.

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G-13 [Revised]

From Manteo, NC, NDB, to INT Manteo, NC, NDB 139° (T) bearing and Wright Brothers, NC, 22 miles DME.

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Paragraph 6010(a)—Domestic VOR Federal Airways.

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V-56 [Revised]

From Meridian, MS; Kewanee, MS; Montgomery, AL; Tuskegee, AL; Columbus, GA; INT Columbus 087° (T) and Macon, GA, 266° (T) radials; Macon; Colliers, SC; Columbia, SC; Florence, SC; Fayetteville, NC, 41 miles 15 MSL, INT Fayetteville 098° (T) and New Bern, NC 256° (T) radials; to New Bern.

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V-290 [Revised]

From Rainelle, WV; Montebello, VA; to Flat Rock, VA. From Tar River, NC; to INT Tar River 109° (T) radial and New Bern, NC, 042° (T) radial.

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Paragraph 6011—Contiguous United States Area Navigation Routes.

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T-243 PUNGO to ZOLMN [New]

PUNGO; Fix; lat. 35°36'38" N., long. 76°27'03" W

HULIP; WP; lat. 35°07'47" N., long. 75°48'32"
W
ZOLMN; Fix; lat. 35°38'42" N., long.
75°24'27" W

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Issued in Washington, DC, on May 25,
2006.

Edith V. Parish,

Manager, Airspace and Rules.

[FR Doc. 06-5035 Filed 6-1-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 121

Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; Notice of Office of
Management and Budget (OMB)
approval for information collection.

SUMMARY: On January 10, 2006, the FAA published a regulation titled "Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities; Final Rule." This final rule contains information collection activities subject to the Paperwork Reduction Act (44 U.S.C. 3507(d)). No agency may conduct or sponsor and no person is required to respond to a collection of information unless it displays a currently valid OMB control number. In accordance with the Paperwork Reduction Act, documentation describing the information collection activities was submitted to OMB for review and approval. OMB approved this control number, 2120-0689, on March 7, 2006 and it is being published in the **Federal Register**. This OMB control number will expire on March 31, 2007. The January 10, 2006, rule imposes additional reporting and recordkeeping requirements on regulated employers (part 121 and 135 certificate holders and operators as defined in § 135.1(c)).

DATES: The compliance date for the information collection requirements in 14 CFR part 121, appendix I, section IX, and appendix J, section VII, is June 2, 2006.

FOR FURTHER INFORMATION CONTACT:
Jeffrey Stookey, Acting Manager,
Program Analysis Branch, Drug
Abatement Division, Federal Aviation
Administration, 800 Independence
Avenue, Washington, DC 20591;
telephone (202) 267-8442; facsimile

(202) 267-5200; e-mail—
drugabatement@faa.gov.

Issued in Washington, DC on May 25,
2006.

Diane J. Wood,

Manager, Drug Abatement Division.

[FR Doc. 06-5028 Filed 6-1-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF HOMELAND SECURITY

Bureau of Customs and Border Protection

DEPARTMENT OF THE TREASURY

19 CFR Parts 141 and 142

[CBP Dec. 06-11]

RIN 1505-AB34

Single Entry for Unassembled or Disassembled Entities Imported on Multiple Conveyances

AGENCY: Bureau of Customs and Border
Protection, Department of Homeland
Security, Department of the Treasury.

ACTION: Final rule.

SUMMARY: This document amends the regulations in title 19 of the Code of Federal Regulations to allow an importer of record, under certain conditions, to submit a single entry to cover multiple portions of a single entity which, due to its size or nature, arrives in the United States on separate conveyances. This document implements statutory changes made to the merchandise entry laws by the Tariff Suspension and Trade Act of 2000.

DATES: *Effective Date:* July 3, 2006.

FOR FURTHER INFORMATION CONTACT:

For operational matters: Timothy
Sushil, Office of Field Operations, (202)
344-2567.

For legal matters: Emily Simon, Office
of Regulations and Rulings, (202) 572-
8867.

SUPPLEMENTARY INFORMATION:

Background

Section 1460 of Public Law 106-476, popularly known as the Tariff Suspension and Trade Act of 2000, amended section 484 of the Tariff Act of 1930 (19 U.S.C. 1484) by adding a new subsection (j) in order to provide for the treatment of certain multiple shipments of merchandise as a single entry.

The amended law, 19 U.S.C. 1484(j), is concerned with two issues. First, section 1484(j)(1) addresses the problem long encountered by the importing community in entering merchandise the

size or nature of which necessitates shipment in an unassembled or disassembled condition on more than one conveyance. Second, section 1484(j)(2) offers relief to importers whose shipments, which they intended to be carried on a single conveyance, are divided at the initiative of the carrier. As to both these matters, the legislation is silent as to the affected modes of transportation, thus indicating that the new law is to apply to merchandise shipped by air, land or sea.

The Bureau of Customs and Border Protection (CBP) determined to proceed first with proposed regulations only to shipments which are divided by carriers (19 U.S.C. 1484(j)(2)); these are referred to as "split shipments." Separate proposals were undertaken because CBP had already begun a project to amend the regulations to provide for one entry for such split shipments prior to the present statutory amendments.

The proposed rule regarding split shipments (RIN 1515-AC91) was published in the **Federal Register** (66 FR 57688) for public comment on November 16, 2001. The comment period ended on February 14, 2002, and the final rule was published in the **Federal Register** (68 FR 8713) on February 25, 2003. The final rule regarding split shipments went into effect on March 27, 2003.

On April 8, 2002, CBP published a proposed rule in the **Federal Register** (67 FR 16664) proposing regulations and requesting comments concerning a single entry for merchandise the size or nature of which necessitates shipment in an unassembled or disassembled condition on more than one conveyance (19 U.S.C. 1484(j)(1)). The comment period ended on June 7, 2002. These final regulations concern single entries for unassembled or disassembled shipments as addressed in 19 U.S.C. 1484(j)(1).

Unassembled or Disassembled Entity Defined

For the purposes of this final rule, an unassembled or disassembled entity consists of merchandise which is not capable of being transported on a single conveyance, but which is purchased and invoiced as a single classifiable entity. By necessity, due to its size or nature, the entity is placed on multiple conveyances which arrive at different times at the same port of entry in the United States. The subject arriving portions are consigned to the same person in the United States.

The current regulations in title 19 of the Code of Federal Regulations (CFR) ordinarily require, with certain exceptions, that all merchandise