

public airport at an estimated value of \$2,400.00 annually.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION**

**CONTACT.**

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Searcy County Municipal Airport.

Issued in Fort Worth, Texas, on April 6, 2006.

**Kelvin L. Solco,**

*Manager, Airports Division.*

[FR Doc. 06-3756 Filed 4-24-06; 8:45 am]

**BILLING CODE 4910-13-M**

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**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Environmental Impact Statement:**

**Pellissippi Parkway Extension (State Route 162), Blount County, TN**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The Federal Highway Administration (FHWA) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Blount County, Tennessee.

**FOR FURTHER INFORMATION CONTACT:** Ms. Karen M. Brunelle, Planning and Program Management Team Leader, Federal Highway Administration—Tennessee Division Office, 640 Grassmere Park Road, Suite 112, Nashville, TN 37211, 615-781-5772.

**SUPPLEMENTARY INFORMATION:** The proposed project would construct an extension of Pellissippi Parkway (State Route 162) from State Route 33 to U.S. 321 (State Route 73) in Blount County, Tennessee, a distance of approximately 4.4 miles. The extension of Pellissippi Parkway is considered necessary to improve regional and local accessibility for the general public as well as emergency vehicles, to improve traffic capacity on the existing roadway system, to provide system linkage, and to improve safety conditions on U.S. 129 (State Route 115) and U.S. 321.

Alternatives under consideration include: (1) No-Build; (2) Transportation System Management (TSM) activities; (3) upgrade existing roadways; (4) Mass Transit; and (5) one or more alternatives that would construct a new roadway on a new location.

Two public scoping meetings will be held in the project corridor. As part of the scoping process, Federal, state, and

local agencies and officials; private organizations; citizens; and interest groups will have an opportunity to provide input into the development of the Environmental Impact Statement and identify issues of concern. A Public Involvement Plan has been developed to include the public in the project development process. This plan proposes utilizing the following outreach efforts to provide information and solicit input: newsletters, the Internet, e-mail and direct mail, informal meetings and briefings, public information meetings, public hearings and other efforts as necessary and appropriate. A public hearing will be held upon completion of the Draft Environmental Impact Statement and public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed action are identified and taken into account, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA contact person identified above at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this proposed program.).

Issued on: April 19, 2006.

**Karen M. Brunelle,**

*Planning and Program Mgmt. Team Leader, Nashville, TN.*

[FR Doc. E6-6141 Filed 4-24-06; 8:45 am]

**BILLING CODE 4910-22-P**

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**[Docket No. NHTSA-2004-17672; Notice 2]**

**Decision That Nonconforming 2003 Audi RS6 and RS6 Avant Passenger Cars Are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of decision by the National Highway Traffic Safety Administration that nonconforming 2003 Audi RS6 and RS6 Avant passenger cars are eligible for importation.

**SUMMARY:** This document announces a decision by the National Highway

Traffic Safety Administration (NHTSA) that certain 2003 Audi RS6 and RS6 Avant passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS) are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S. certified version of the 2003 Audi RS6 and RS6 Avant passenger cars), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision was effective July 9, 2004. The agency notified the petitioner at that time that the subject vehicles are eligible for importation. This document provides public notice of the eligibility decision.

**FOR FURTHER INFORMATION CONTACT:**

Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

**SUPPLEMENTARY INFORMATION:**

**Background**

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified as required under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Webautoworld (Web) of Pompano Beach, Florida (Registered Importer 02-295), petitioned NHTSA to decide whether 2003 Audi RS6 and RS6 Avant passenger cars are eligible for importation into the United States. NHTSA published a notice of the petition on May 6, 2004 (69 FR 25460)

to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition.

One comment was received in response to the notice of petition, from Volkswagen of America, Inc. (VW), the U.S. representative of the vehicle's original manufacturer. VW's comment addressed issues it believed Web had overlooked in describing alterations necessary to conform 2003 Audi RS6 and RS6 Avant models to numerous FMVSS as well as to the Bumper Standard and the Theft Prevention Standard. The agency accorded Web an opportunity to respond to the issues raised by VW. VW's comments, Web's responses, and NHTSA's analysis are set forth below for each of the issues that VW raised.

(1) 49 CFR part 541, *Theft Prevention Standard*: The petition stated that the A6 carline was not on the high theft list. VW stated that the A6 carline is a high theft carline, but had been exempted from the parts marking requirements because the vehicles are equipped with an anti-theft device. VW further stated that non-conforming vehicles must be inspected for the presence of equivalent anti-theft systems. Web responded that it will ensure that anti-theft systems, equivalent to those installed in U.S.-model vehicles, are installed in the vehicles.

*NHTSA's Analysis:* The agency notes that Theft Prevention Standard compliance issues are not directly relevant to an import eligibility decision, as such a decision is to be based on the capability of a non-U.S. certified vehicle to be altered to conform to the FMVSS, and the Theft Standard is not an FMVSS. However, because a vehicle that is not originally manufactured to comply with the Theft Prevention Standard must be modified to comply with the standard before it can be imported into the United States, conformance with the Theft Prevention Standard must be shown in the conformity package submitted to NHTSA to allow release of the DOT conformance bond furnished at the time of importation.

(2) 49 CFR part 581, *Bumper Standard*: The petition stated that the bumpers and bumper support structures in the non-U.S. certified model are the same as those in the U.S. certified model. VW stated that non-U.S. certified vehicles have bumper systems that do not comply with the Bumper Standard. Web responded that it will install U.S.-model bumper systems on the non-U.S. certified vehicles.

*NHTSA's Analysis:* The agency notes that Bumper Standard compliance

issues are not directly relevant to an import eligibility decision, as such a decision is to be based on the capability of a non-U.S. certified vehicle to be altered to conform to the FMVSS, and the Bumper Standard is not an FMVSS. However, because a vehicle that is not originally manufactured to comply with the Bumper Standard must be modified to comply with the standard before it can be admitted permanently into the United States, conformance with the Bumper Standard must be shown in the conformity package submitted to NHTSA to allow release of the DOT conformance bond furnished at the time of importation.

(3) FMVSS No. 118 *Power-Operated Window Partition, and Roof Panel Systems*: The petition stated that the systems in the non-U.S. certified model are identical to those in the U.S. certified model. VW stated that the remote controlled window closing feature on the non-U.S. certified model had not been certified to paragraphs S4 and S5 of FMVSS No. 118. Web responded that the remote controlled window closing feature will be modified or replaced to assure compliance with the standard.

*NHTSA's Analysis:* The modifications needed to comply with this standard would not preclude the vehicle from being deemed eligible for importation. Conformity packages submitted for vehicles imported under the decision must demonstrate that the vehicle is equipped with a power-operated window partition and roof panel system that conforms to the standard.

(4) FMVSS No. 225 *Child Restraint Anchorage Systems*: The petition stated that the systems in the non-U.S. certified model are identical to those in the U.S. model. VW stated that non-U.S. certified model vehicles do not comply with the standard as originally manufactured because they do not have top tether anchorages and the locations of the lower anchorages are not marked. Web responded that top tether anchorages, similar to those installed in the U.S. certified version, will be installed to meet the requirements of paragraph S6 of the standard. Web also stated that conforming lower anchorages will be installed in vehicles not already so equipped, and that lower anchorage location markings will be installed to conform to the requirements of paragraph S9 of the standard.

*NHTSA's Analysis:* The modifications Web identified as needed to comply with the standard would not preclude the vehicle from being deemed eligible for importation. Conformity packages submitted for vehicles imported under the decision must demonstrate that the

vehicle is equipped with a child restraint anchorage system that conforms to the standard.

(5) FMVSS No. 201 *Occupant Protection in Interior Impact*: The petition stated that the systems in the non-U.S. certified model are identical to those in the U.S. certified model. VW stated that non-U.S. certified vehicles do not comply with the standard as originally manufactured because they do not include all of the interior trim components required for certification to the impact requirements of the standard. Web responded that U.S. certified model A-pillar, upper window frame, and support covers above the passenger's heads will be installed in the vehicles to meet the requirements of the standard.

*NHTSA's Analysis:* The modifications Web identified as needed to comply with the standard would not preclude the vehicle from being deemed eligible for importation. Conformity packages submitted for vehicles imported under the decision must demonstrate that the vehicle is equipped with components that conform to the standard.

(6) FMVSS No. 207 *Seating Systems*: The petition stated that the systems in the non-U.S. certified model are identical to those in the U.S. certified model. VW stated that front seats in non-U.S. certified model vehicles had not been certified to FMVSS No. 207. Web responded that front seats will be replaced with U.S.-model components on vehicles that are not already so equipped to meet the requirements of the standard.

*NHTSA's Analysis:* The modifications Web identified as needed to comply with the standard would not preclude the vehicle from being deemed eligible for importation. Conformity packages submitted for vehicles imported under the decision must demonstrate that the vehicle is equipped with a seating system that conforms to the standard.

(7) FMVSS No. 208 *Occupant Crash Protection*: VW stated that in addition to the modifications identified in the petition, non-U.S. certified models are not equipped with knee bolsters, and that the air bag control modules in those vehicles are different. Web responded that U.S.-model knee bolsters will be installed. Web also stated that the air bag control module will be reprogrammed or replaced as required to assure functionality based on the requirements of the standard.

*NHTSA's Analysis:* The modifications Web identified as needed to comply with the standard would not preclude the vehicle from being deemed eligible for importation. Conformity packages submitted for vehicles imported under

the decision must demonstrate that the vehicle is equipped with an occupant crash protection system that conforms to the standard.

(8) *FMVSS No. 209 Seat Belt Assemblies*: The petition stated that the seat belt assemblies in the non-U.S. certified model are identical to those in the U.S. certified model. VW stated that the rear seat belt load limiters in the non-U.S. certified model vehicles had not been certified to the requirements of FMVSS No. 209. Web responded that rear seat belts and load limiters that conform to the requirements of the standard will be installed in the vehicles.

*NHTSA's Analysis*: The modifications Web identified as needed to comply with the standard would not preclude the vehicle from being deemed eligible for importation. Conformity packages submitted for vehicles imported under the decision must demonstrate that the vehicle is equipped with seat belts that conform to the standard.

#### Conclusion

In view of the above considerations, NHTSA decided to grant the petition.

#### Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-443 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

#### Final Decision

Accordingly, on the basis of the foregoing, NHTSA decided that 2003 Audi RS6 and RS6 Avant passenger cars that were not originally manufactured to comply with all applicable FMVSS, are substantially similar to 2003 Audi RS6 and RS6 Avant passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and are capable of being readily altered to conform to all applicable FMVSS.

**Authority**: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

**Claude H. Harris**,

Director, Office of Vehicle, Safety Compliance.

[FR Doc. E6-6135 Filed 4-24-06; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### Proposed Collection; Comment Request for Revenue Procedure 97-29

**AGENCY**: Internal Revenue Service (IRS), Treasury.

**ACTION**: Notice and request for comments.

**SUMMARY**: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Revenue Procedure 97-29, Model Amendments and Prototype Program for SIMPLE IRAs.

**DATES**: Written comments should be received on or before June 26, 2006 to be assured of consideration.

**ADDRESSES**: Direct all written comments to Glenn Kirkland, Internal Revenue Service, room 6516, 1111 Constitution Avenue, NW., Washington, DC 20224.

**FOR FURTHER INFORMATION CONTACT**: Requests for additional information or copies of the regulations should be directed to Larnice Mack at Internal Revenue Service, room 6512, 1111 Constitution Avenue, NW., Washington, DC 20224, or at (202) 622-3179, or through the Internet at [Larnice.Mack@irs.gov](mailto:Larnice.Mack@irs.gov).

#### SUPPLEMENTARY INFORMATION:

*Title*: Model Amendments and Prototype Program for SIMPLE IRAs.  
*OMB Number*: 1545-1543.

*Revenue Procedure Number*: Revenue Procedure 97-29.

*Abstract*: Revenue Procedure 97-29 provides guidance to drafters of prototype SIMPLE IRAs on obtaining opinion letters and provides permissive amendments to sponsors of nonSIMPLE IRAs.

*Current Actions*: There are no changes being made to the revenue procedure at this time.

*Type of Review*: Extension of a currently approved collection.

*Affected Public*: Business or other for-profit organizations, and not-for-profit institutions.

*Estimated Number of Respondents*: 3,205.

*Estimated Time Per Respondent*: 8 hours, 4 minutes.

*Estimated Total Annual Reporting Burden hours*: 25,870.

The following paragraph applies to all the collections of information covered by this notice:

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information displays a valid OMB control number. Books or records relating to a collection of information must be retained as long as their contents may become material in the administration of any internal revenue law. Generally, tax returns and tax return information are confidential, as required by 26 U.S.C. 6103.

*Request for Comments*: Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Approved: April 17, 2006.

**Glenn Kirkland**,

*IRS Reports Clearance Officer*.

[FR Doc. E6-6127 Filed 4-24-06; 8:45 am]

BILLING CODE 4830-01-P

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### Proposed Collection; Comment Request for Revenue Procedure 2003-37

**AGENCY**: Internal Revenue Service (IRS), Treasury.

**ACTION**: Notice and request for comments.

**SUMMARY**: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C.