

inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight 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.”

(h) As of the effective date of this AD: If a crew alert system message of “L FUEL FILTER, R FUEL FILTER, LR FUEL FILTER, L FUEL PRESS LOW, R FUEL PRESS LOW, or LR FUEL PRESS LOW” occurs during flight or on the ground, do the actions required by paragraph (g) of this AD before further flight, unless those actions have already been done.

#### Corrective Actions

(i) If any tape or adhesive tape residue is found during the general visual inspection required by paragraph (g)(1) or during the cleaning required by paragraph (g)(2) of this AD, before further flight, do the actions specified in paragraphs (i)(1) and (i)(2) of this AD.

(1) Clean the wing fuel tank in accordance with a method approved by the Manager, Wichita ACO. Chapter 20–71–00 of the Bombardier Learjet 45 M45 Maintenance Manual is one approved method.

(2) Service the affected engine fuel filter and return any engine fuel control subjected to contaminated fuel for servicing to Honeywell Engines. Coordinate the return of the engine fuel control with Honeywell Engines, Systems & Services, Customer Support Center, M/S 26–06/2102–323, P.O. Box 29003, Phoenix, Arizona 85038–9003; telephone (800) 601–3099 or (602) 365–3099; fax (602) 365–3343.

(j) If any damage is found during the general visual inspection required by paragraph (g)(2) of this AD, before further flight, do the applicable action specified in paragraph (j)(1) or (j)(2) of this AD in accordance with a method approved by the Manager, Wichita ACO. Chapter 28–20–15 of the Bombardier Learjet 45 M45 Maintenance Manual is one approved method.

(1) For damage that is repairable: Repair damaged filter.

(2) For damage beyond repair: Replace the damaged filter with a new filter.

#### Reporting Requirement

(k) Within 10 days after accomplishing the review required by paragraph (f) of this AD or the general visual inspection required by paragraph (g) of this AD if done, whichever occurs later, submit a report of the applicable review and inspection results to: James Galstad, Aerospace Engineer, Systems and Propulsion Branch, ACE–116W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; e-mail [james.galstad@faa.gov](mailto:james.galstad@faa.gov); telephone (316) 946–4135; fax (316) 946–4107. Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act

(44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120–0056. The report must include the following, as applicable:

- (1) The airplane serial number;
- (2) The number of flight hours on the airplane;
- (3) The applicable review and inspection results (both positive and negative findings), including a description, pictures, and pertinent information for any tape or adhesive tape residue found in the wing tank(s); and
- (4) Date of inspection of the wing tank(s).

#### Alternative Methods of Compliance (AMOCs)

(1)(1) The Manager, Wichita ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(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.

#### Material Incorporated by Reference

(m) None.

Issued in Renton, Washington, on May 9, 2006.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 06–4542 Filed 5–15–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HOMELAND SECURITY

### Bureau of Customs and Border Protection

#### 19 CFR Parts 101 and 122

[USCBP–2005–0007; CBP Dec. 06–14]

#### Establishment of a New Port of Entry in the Tri-Cities; Area of Tennessee and Virginia and Termination of the User-Fee Status of Tri-Cities Regional Airport

**AGENCY:** Customs and Border Protection; DHS.

**ACTION:** Final rule.

**SUMMARY:** This document amends Department of Homeland Security regulations pertaining to the Bureau of Customs and Border Protection’s field organization by establishing a new port of entry in the Tri-Cities area of the States of Tennessee and Virginia, including the Tri-Cities Regional Airport. The new port of entry includes the same geographical boundaries of the current Customs and Border Protection User Fee Port No. 2082, which encompasses Sullivan County,

Tennessee; Washington County, Tennessee; and Washington County, Virginia. The user-fee status of Tri-Cities Regional Airport, located in Blountville, Tennessee, is terminated. These changes will assist the Bureau of Customs and Border Protection in its continuing efforts to provide better service to carriers, importers and the general public.

**DATES:** *Effective Date:* June 15, 2006.

**FOR FURTHER INFORMATION CONTACT:** Dennis Dore, Office of Field Operations, 202–344–2776.

#### SUPPLEMENTARY INFORMATION:

#### Background

In a Notice of Proposed Rulemaking published in the **Federal Register** (70 FR 43808) on July 29, 2005, the Department of Homeland Security (DHS), Bureau of Customs and Border Protection (CBP), proposed to amend 19 CFR 101.3(b)(1) by establishing a new port of entry at Tri-Cities Regional Airport and the area which it services in the states of Tennessee and Virginia. The new port of entry was proposed to include the same geographical boundaries of the current CBP User Fee Port No. 2082, which encompasses Sullivan County, Tennessee; Washington County, Tennessee; and Washington County, Virginia. The boundaries were also to include Tri-Cities Regional Airport, located in Blountville, Tennessee, which currently operates, and is listed, as a user-fee airport at 19 CFR 122.15(b).

CBP proposed the establishment of the new port of entry because the Tri-Cities area satisfies the current criteria for port of entry designations as set forth in Treasury Decision (T.D.) 82–37 (Revision of Customs Criteria for Establishing Ports of Entry and Stations, 47 FR 10137), as revised by T.D. 86–14 (51 FR 4559) and T.D. 87–65 (52 FR 16328). Under these criteria, CBP evaluates whether there is a sufficient volume of import business (actual or potential) to justify the expense of maintaining a new office or expanding service at an existing location. The proposed rule set forth how the Tri-Cities area meets the criteria.

#### Analysis of Comments and Conclusion

CBP did not receive any comments in response to the Notice of Proposed Rulemaking. As CBP continues to believe that the establishment of a new port of entry at Tri-Cities Regional Airport, and the area which it services in the states of Tennessee and Virginia, will assist CBP in its continuing efforts to provide better service to carriers, importers and the general public, CBP is

establishing the new port of entry as proposed and Tri-Cities Regional Airport will lose its status as a user-fee airport. The change of status for Tri-Cities Regional Airport from a user-fee airport to inclusion within the boundaries of a port of entry will subject the airport to the passenger processing fee provided for at 19 U.S.C. 58c(a)(5)(B).

#### Description of the New Port of Entry Limits

The geographical limits of the Tri-Cities, TNNA, port of entry are as follows:

The contiguous outer boundaries of Sullivan County, Tennessee; Washington County, Tennessee; and Washington County, Virginia.

#### Authority

This change is made under the authority of 5 U.S.C. 301 and 19 U.S.C. 2, 66, and 1624, and the Homeland Security Act of 2002, Public Law 107–296 (November 25, 2002).

#### The Regulatory Flexibility Act and Executive Order 12866

With DHS approval, CBP establishes, expands and consolidates CBP ports of entry throughout the United States to accommodate the volume of CBP-related activity in various parts of the country. This final rule is not a significant regulatory action within the meaning of Executive Order 12866. This action also will not have a significant economic impact on a substantial number of small entities. Accordingly, DHS certifies that this document is not subject to the additional requirements of the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*).

#### Signing Authority

The signing authority for this document falls under 19 CFR 0.2(a) because the establishment of a new port of entry and the termination of the user-fee status of an airport are not within the bounds of those regulations for which the Secretary of the Treasury has retained sole authority. Accordingly, this final rule may be signed by the Secretary of Homeland Security (or his or her delegate).

#### List of Subjects

19 CFR Part 101

Customs duties and inspection, Customs ports of entry, Exports, Imports, Organization and functions (Government agencies).

#### 19 CFR Part 122

Customs duties and inspection, Airports, Imports, Organization and functions (Government agencies).

#### Amendments to CBP Regulations

■ For the reasons set forth above, part 101, CBP Regulations (19 CFR part 101), and part 122, CBP Regulations (19 CFR part 122), are amended as set forth below.

#### PART 101—GENERAL PROVISIONS

■ 1. The general authority citation for part 101 and the specific authority citation for § 101.3 continue to read as follows:

**Authority:** 5 U.S.C. 301; 19 U.S.C. 2, 66, 1202 (General Note 3(i), Harmonized Tariff Schedule of the United States), 1623, 1624, 1646a.

Sections 101.3 and 101.4 also issued under 19 U.S.C. 1 and 58b;

\* \* \* \* \*

#### § 101.3 [Amended]

■ 2. The list of ports in § 101.3(b)(1) is amended by adding, in alphabetical order under the state of Tennessee, “Tri-Cities, TN/VA” in the “Ports of entry” column and “CBP Dec. 06–14” in the “Limits of Port” column.

#### PART 122—AIR COMMERCE REGULATIONS

■ 1. The general authority for part 122 continues to read as follows:

**Authority:** 5 U.S.C. 301; 19 U.S.C. 58b, 66, 1431, 1433, 1436, 1448, 1459, 1590, 1594, 1623, 1624, 1644, 1644a, 2071 note.

\* \* \* \* \*

#### § 122.15 [Amended]

■ 2. The list of user fee airports at 19 CFR 122.15(b) is amended by removing “Blountville, Tennessee” from the “Location” column and, on the same line, “Tri-City Regional Airport” from the “Name” column.

Dated: May 9, 2006.

**Michael Chertoff,**  
Secretary.

[FR Doc. 06–4535 Filed 5–15–06; 8:45 am]

**BILLING CODE 9111–14–P**

#### SOCIAL SECURITY ADMINISTRATION

#### 20 CFR Part 416

RIN 0960–AG00

#### Rules for Helping Blind and Disabled Individuals Achieve Self-Support

**AGENCY:** Social Security Administration.

**ACTION:** Final rules.

**SUMMARY:** We are amending our regulations to implement section 203 of the Social Security Independence and Program Improvements Act of 1994. Section 203 of this law amended section 1633 of the Social Security Act to require us to establish by regulations criteria for time limits and other criteria related to plans to achieve self-support (PASS). The law requires that we establish criteria for a PASS and that when we set time limits for your PASS, we take into account the length of time that you need to achieve your employment goal, within a reasonable period.

A PASS allows some persons who receive or are eligible for Supplemental Security Income (SSI) disability benefits to set aside part of their income and/or resources to meet an employment goal. The income and/or resources you set aside under a PASS will not be counted in determining the amount of your SSI payment or eligibility.

**DATES:** These final rules are effective on June 15, 2006.

#### Electronic Version

The electronic file of this document is available on the date of publication in the **Federal Register** at: <http://www.gpoaccess.gov/fr/index.html>.

#### FOR FURTHER INFORMATION CONTACT:

Mary Hoover, Policy Analyst, Office of Program Development and Research, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235–6401. Call 410–965–5651 or TTY 1–800–325–0778 for information about these rules. For information on eligibility or filing for benefits, call our national toll-free number 1–800–772–1213 or TTY 1–800–325–0778. You may also contact Social Security Online at <http://www.socialsecurity.gov/>.

#### SUPPLEMENTARY INFORMATION:

#### What Is the Purpose of These Final Rules?

In these final rules, we are amending our regulations to implement section 203 of the Social Security Independence and Program Improvements Act of 1994 (Pub. L. 103–296). This law amended section 1633 of the Social Security Act to provide that, as of January 1, 1995, in establishing time limits and other criteria related to a PASS, we take into account the length of time that you will need to achieve your employment goal, within a reasonable period, and other factors as determined by the Commissioner to be appropriate. This requirement for a more individualized time limit changed the time limit requirements for PASS, which had provided for an initial period of not