

Boeing for a repair, this AD requires the repair to be accomplished in accordance with a method approved by the Manager, Seattle ACO Branch, FAA.

(3) Do a functional check of the left and right hydraulic pump shutoff valves to ensure they close in response to the corresponding engine fire handle input. If any hydraulic pump shutoff valve does not close, before further flight perform corrective actions until it closes in response to the corresponding engine fire handle input.

Note (1) to paragraph (g)(3): Guidance for accomplishing the actions required by paragraphs (g)(3) and (h)(2) of this AD can be found in the “Engine-Driven Pump (EDP) Shutoff Valve Check” (Subtasks 26–21–00–200–018, 26–21–00–200–019, and 26–21–00–840–022; or Task 29–11–00–710–806) of Boeing 777–200/300 Aircraft Maintenance Manual.

(h) Special Flight Permit

Special flight permits, as described in 14 CFR 21.197 and 21.199, are permitted provided that the actions in paragraphs (h)(1) and (2) of this AD have first been accomplished.

(1) A flow path ultrasonic testing (UT) inspection of the 1st-stage low-pressure compressor (LPC) blades for cracking has been done within the last 275 cycles, as specified in the Accomplishment Instructions, Part A—Initial Inspection of All LPC Fan Blades Prior to their Return to Service, paragraph 1.A., of Pratt & Whitney Alert Service Bulletin PW4G–112–A72–361, dated October 15, 2021, and the 1st-stage LPC blades have been found serviceable. This inspection is not required for 1st-stage LPC blades with 275 cycles since new or fewer.

(2) A functional check of the left and right hydraulic pump shutoff valves to ensure they close in response to the corresponding engine fire handle input and all applicable corrective actions (*i.e.*, repair) within 10 days prior to flight.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (h)(1) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraph (i)(1), (2), or (3) of this AD.

(1) Paragraph 2. of the Accomplishment Instructions of Pratt & Whitney Special Instruction No. 85F–21, dated May 12, 2021, for a flow path UT inspection.

(2) Paragraph 1.a) of the Accomplishment Instructions of Pratt & Whitney Special Instruction No. 130F–21, dated July 1, 2021, for a flow path UT inspection.

(3) Paragraph 2.a) of the Accomplishment Instructions of Pratt & Whitney Special Instruction No. 130F–21, Revision A, dated July 28, 2021, for a flow path UT inspection.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight

Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k)(1) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(k) Related Information

(1) For more information about this AD, contact James Laubaugh, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3622; email: james.laubaugh@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (l)(3) and (4) of this AD.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 777–71A0092 RB, dated January 13, 2022.

(ii) Pratt & Whitney Alert Service Bulletin PW4G–112–A72–361, dated October 15, 2021.

(3) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; internet <https://www.myboeingfleet.com>. For Pratt & Whitney service information identified in this AD contact Pratt & Whitney Division, 400 Main Street, East Hartford, CT 06118; phone: 860–565–0140; email: help24@prattwhitney.com; website: <https://connect.prattwhitney.com>.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, fr.inspection@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on March 4, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[TD 9960]

RIN 1545–BP79

Guidance Under Section 958 on Determining Stock Ownership; Correction

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Correction to a correction of a Treasury Decision.

SUMMARY: This document corrects a correction to a final regulations (Treasury Decision 9960) published in the **Federal Register** on Tuesday, February 22, 2022. The final regulations concern the treatment of domestic partnerships for purposes of determining amounts included in the gross income of their partners with respect to foreign corporations.

DATES: These corrections are effective on March 11, 2022, and applicable on or after February 22, 2022.

FOR FURTHER INFORMATION CONTACT: Edward J. Tracy at (202) 317–6934 (not a toll-free number).

SUPPLEMENTARY INFORMATION:

Background

The final regulations (TD 9960) subject to this correction are issued under section 958 of the Internal Revenue Code.

Need for Correction

As published on February 22, 2022 (87 FR 9445), the final regulations (TD 9960) contain errors that need to be corrected.

Correction of Publication

Accordingly, the publication of the correction to a final regulation (TD 9960), which was the subject of FR Doc. 2022–03611, published on February 22, 2022 (87 FR 9445), is corrected to read as follows:

1. On page 9445, first column, under the caption RIN, the language “1545–BO59” is corrected to read “1545–BP79”.

2. On page 9445, first column, the subject heading, the language

“Guidance on Passive Foreign Investment Companies” is corrected to read “Guidance Under Section 958 on Determining Stock Ownership”.

Oluwafunmilayo A. Taylor,
Chief, Legal Processing Division, Associate
Chief Counsel, (Procedure and
Administration).

[FR Doc. 2022-05177 Filed 3-10-22; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R01-OAR-2020-0719; FRL-9530-01-
R1]

Air Plan Approval; Connecticut; Regulations To Limit Premises-Wide Actual and Potential Emissions From Major Stationary Sources of Air Pollution

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving a State Implementation Plan (SIP) revision submitted by the State of Connecticut. This revision approves into the Connecticut SIP state regulations that apply restrictions on emissions of criteria pollutants for which EPA has established National Ambient Air Quality Standards. Separately, we are also approving Connecticut regulations that apply restrictions on emissions of hazardous air pollutants (HAPs). The Connecticut regulations impose legally and practicably enforceable emissions limitations restricting eligible sources’ actual and potential emissions below major stationary source thresholds, if a source chooses to be covered by the regulations. Such restrictions generally allow eligible sources to avoid having to comply with reasonably available control technology (RACT) that would otherwise apply to major stationary sources, title V operating permit requirements, or other requirements that apply only to major stationary sources. This action is being taken under the Clean Air Act.

DATES: This rule is effective on April 11, 2022. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of April 11, 2022.

ADDRESSES: EPA has established a docket for this action under Docket Identification No. EPA-R01-OAR-2020-0719. All documents in the docket are listed on the [https://](https://www.regulations.gov)

www.regulations.gov website. Although listed in the index, some information is not publicly available, *i.e.*, confidential business information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available at <https://www.regulations.gov> or at the U.S. Environmental Protection Agency, EPA Region 1 Regional Office, Air and Radiation Division, 5 Post Office Square—Suite 100, Boston, MA. EPA requests that if at all possible, you contact the contact listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office’s official hours of business are Monday through Friday, 8:30 a.m. to 4:30 p.m., excluding legal holidays and facility closures due to COVID-19.

FOR FURTHER INFORMATION CONTACT:
Susan Lancey, Air Permits, Toxics and Indoor Programs Branch, U.S. Environmental Protection Agency, EPA Region 1, 5 Post Office Square—Suite 100, (Mail code 05-2), Boston, MA 02109-3912, telephone 617-918-1656, email lancey.susan@epa.gov.

SUPPLEMENTARY INFORMATION:
Throughout this document whenever “we,” “us,” or “our” is used, we mean EPA.

Table of Contents

- I. Background and Purpose
- II. Response to Comments
- III. Final Action
- IV. Incorporation by Reference
- V. Statutory and Executive Order Reviews

I. Background and Purpose

On February 8, 2021 (86 FR 8574), EPA published a notice of proposed rulemaking (NPRM) for the State of Connecticut.

The NPRM proposed approval of a SIP revision consisting of Regulations of Connecticut State Agencies (RCSA) section 22a-174-33a, Limit on Premises-wide Actual Emissions Below 50% of Title V Thresholds, effective September 24, 2020, and RCSA section 22a-174-33b, Limit on Premises-wide Actual Emissions Below 80% of Title V Thresholds, effective September 24, 2020, as the regulations relate to criteria pollutants. The Connecticut regulations impose legally and practicably enforceable emissions limitations restricting eligible sources’ actual and potential emissions below major stationary source thresholds, if a source chooses to be covered by the regulations. The NPRM separately proposed approval of RCSA sections

22a-174-33a and 22a-174-33b under section 112(l) of the CAA, as the regulations relate to HAPs. As noted earlier, RCSA sections 22a-174-33a and 22a-174-33b are designed to limit air pollutant emissions from major stationary sources to below major stationary source thresholds by including legally and practicably enforceable restrictions on potential and actual emissions.

The formal SIP revision was submitted by Connecticut on October 26, 2020, supplemented on January 12, 2022. In the January 12, 2022 letter, Connecticut requested to withdraw provision RCSA 22a-174-33b(d)(6) from consideration as part of the SIP, clarified its interpretation of several provisions, and provided additional information concerning implementation of the regulations.

Connecticut submitted a December 21, 2020 letter requesting approval of RCSA sections 22a-174-33a and 22a-174-33b under section 112(l) of the CAA.

The rationale for EPA’s proposed approval of the SIP revision and CAA 112(l) submittal is explained in the NPRM and will not be restated here.

II. Response to Comments

We received three comments that supported this action. One commenter stated that they support approval of the rule. One commenter stated it is important that air quality plans are passed and that clean air quality is crucial for anyone in any state. One commenter supports approval of the rule and believes that a limit on emissions should occur because of concerns that an increase of pollution affects air quality; the commenter also made additional statements not germane to this action. The following provides our responses to adverse comments received.

Comment 1: The commenter could not access the docket for this rulemaking and could not find any results on [Regulations.gov](https://www.regulations.gov).

Response: The docket was available on February 8, 2021, the publication date of the proposal. The commenter emailed comments on February 7th, after the pre-publication proposed rule was posted, but one day prior to the proposed rule’s publication in the **Federal Register** on February 8th. The docket only becomes available on the actual date that a Rulemaking publishes in the **Federal Register**, and that it is typically available by 10 a.m. EST. We informed the commenter on February 8th that the docket was available.

Comment 2: The commenter was concerned that RCSA section 22a-174-