

Note 1 to paragraph (g)(2): Guidance for accomplishing the actions required by paragraph (g)(2) of this AD can be found in Boeing Multi Operator Message MOM–MOM–22–0041–01B(R1), dated February 1, 2022; Boeing Multi Operator Message MOM–MOM–22–0017–01B(R2), dated February 1, 2022; Boeing Flight Crew Operations Manual Bulletin TBCN–28, “Radio Altimeter Anomalies due to 5G C-Band Wireless Broadband Interference in the United States,” dated January 17, 2022; Boeing Flight Crew Operations Manual Bulletin TBC–30 R1, “Radio Altimeter Anomalies due to 5G C-Band Wireless Broadband Interference in the United States,” dated February 4, 2022; Boeing Flight Crew Operations Manual Bulletin TBCE–32 R1, “Radio Altimeter Anomalies due to 5G C-Band Wireless Broadband Interference in the United States,” dated February 4, 2022; and Boeing Flight Crew Operations Manual Bulletin TBC–117 R1, “Radio Altimeter Anomalies due to 5G C-Band Wireless Broadband Interference in the United States,” dated February 4, 2022.

(h) Alternative Methods of Compliance (AMOCs)

(1) For Model 737–100, –200, –200C, –300, –400, and –500 series airplanes: The Manager, Los Angeles 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 (i)(1) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-Requests@faa.gov. For Model 737–600, –700, –700C, –800, –900, and –900ER series airplanes: 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 (i)(2) 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) AMOCs approved for AD 2021–23–12, Amendment 39–21810 (86 FR 69984, December 9, 2021) providing relief for specific radio altimeter installations are approved as AMOCs for the provisions of this AD.

(i) Related Information

(1) For more information about this AD for Model 737–100, –200, –200C, –300, –400, and –500 series airplanes, contact Jeffrey W. Palmer, Aerospace Engineer, Systems and Equipment Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: 562–627–5351; email: jeffrey.w.palmer@faa.gov.

(2) For more information about this AD for Model 737–600, –700, –700C, –800, –900, and –900ER series airplanes, contact Dean Thompson, Senior Aerospace Engineer, Systems and Equipment Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3165; email: dean.r.thompson@faa.gov.

(3) For service information identified in this AD that is not incorporated by reference, 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>.

(j) Material Incorporated by Reference

None.

Issued on February 16, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 1

[RIN 2125–AG04]

Diversion of Highway Revenues; Removal of Obsolete Regulation

Correction

In rule document 2022–03173 appearing on pages 8411–8413 in the issue of Tuesday, February 15, 2022, make the following change. On page 8413, in column 1, in lines 15–20, the words of issuance and regulatory instructions should read as follows (which removes 23 § CFR 1.28 instead of 23 CFR part 1):

In consideration of the foregoing, FHWA amends 23 CFR part 1 as follows:

PART 1—GENERAL

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

Authority: 23 U.S.C. 315, 49 CFR 1.48(b).

§ 1.28 [Removed and Reserved]

■ 2. Section 1.28 is removed and reserved.

[FR Doc. C1–2022–03173 Filed 2–23–22; 8:45 am]

BILLING CODE 0099–10–P

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: Final regulations; correction.

SUMMARY: This document contains corrections to the final regulations (Treasury Decision 9960), published in the **Federal Register** on Tuesday, January 25, 2022. The final regulations regarding 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 February 24, 2022, and applicable on or after January 25, 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 951 of the Internal Revenue Code.

Need for Correction

As published, the final regulations (TD 9960), contain errors that need to be corrected.

Correction of Publication

Accordingly, the final regulation (TD 9960), that are the subject of FR Doc. 2022–00066, published on January 25, 2022 (87 FR 3648), are corrected to read as follows:

On page 3652, the third column, the thirty-second line through the forty-third line from the top of the first full paragraph is corrected to read “year ending December 31, 2023. Accordingly, for their taxable year ending December 31, 2023, the U.S. shareholder partners would have a distributive share of the partnership’s section 951 inclusion for the CFC’s taxable year ending December 31, 2022 (for the U.S. shareholder partnership’s taxable year ending June 30, 2023) and would also have a direct section 951 inclusion for the CFC’s