

(b) At the times indicated in the compliance table, inspect area "D" of the MGB base plate for a crack using a 10x or higher magnifying glass. Area "D" to be inspected is depicted in Figure 1 of this AD.

Note 1: Eurocopter France Alert Service Bulletin No. 05.25, dated February 17, 2005, pertain to the subject of this AD.

(c) If a crack is found in a MGB base plate, remove and replace the MGB with an airworthy MGB before further flight.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, Rotorcraft Directorate, FAA, ATTN: Ed Cuevas, Fort Worth, Texas 76193-0111, telephone (817) 222-5355, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(e) This amendment becomes effective on April 28, 2006.

Note 2: The subject of this AD is addressed in Direction Générale de L'Aviation Civile (France) AD No. F-2005-036, dated March 2, 2005.

Issued in Fort Worth, Texas, on April 5, 2006.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 06-3535 Filed 4-12-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-24438; Directorate Identifier 2006-NM-061-AD; Amendment 39-14560; AD 2006-04-13 R1]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Model GIV-X and GV-SP Series Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: The FAA is revising an existing airworthiness directive (AD),

which applies to certain Gulfstream Model GIV-X and GV-SP series airplanes. That AD currently requires revising the Limitations section of the airplane flight manual (AFM) by incorporating new procedures to follow in the event that the cockpit displays go blank or malfunction. This AD allows for the use of alternative AFM revisions for a certain subset of the existing applicability. This AD results from a report that all four of the cockpit flight panel display units simultaneously went blank during flight. We are issuing this AD to ensure that the flightcrew is advised of the appropriate procedures to follow in the event that the cockpit displays go blank or malfunction, which could result in a reduction of the flightcrew's situational awareness and possible loss of control of the airplane.

DATES: The effective date of this AD is March 13, 2006.

On March 13, 2006 (71 FR 9436, February 24, 2006), the Director of the Federal Register approved the incorporation by reference of certain other publications.

We must receive any comments on this AD by June 12, 2006.

ADDRESSES: Use one of the following addresses to submit comments on this AD:

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590.

- Fax: (202) 493-2251.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, Georgia 31402-2206, for service information identified in this AD.

FOR FURTHER INFORMATION CONTACT:

Robert Chupka, Aerospace Engineer, Systems and Equipment Branch, ACE-119A, Atlanta Aircraft Certification Office, FAA, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone (770) 703-6070; fax (770) 703-6097.

SUPPLEMENTARY INFORMATION:

Discussion

On February 14, 2006, we issued AD 2006-04-13, amendment 39-14495 (71 FR 9436, February 24, 2006). That AD applies to certain Gulfstream Model GIV-X and GV-SP series airplanes. That AD requires revising the Limitations section of the airplane flight manual (AFM) by incorporating new procedures to follow in the event that the cockpit displays go blank or malfunction. That AD resulted from a report that all four of the cockpit flight panel display units simultaneously went blank during flight. The actions specified in that AD are intended to ensure that the flightcrew is advised of the appropriate procedures to follow in the event that the cockpit displays go blank or malfunction, which could result in a reduction of the flightcrew's situational awareness and possible loss of control of the airplane.

Actions Since AD Was Issued

Since we issued AD 2006-04-13, the European Aviation Safety Agency (EASA) informed us that the information contained in the Joint Aviation Authority (JAA) Gulfstream AFM revisions is considered acceptable for airplanes operated under and in accordance with the JAA and EASA regulations, supervision, and oversight, and should be added to the AD. We inadvertently omitted that information from AD 2006-04-13; therefore, we have added a new Note 2 to this AD to give credit for those revisions.

Relevant Service Information

We have reviewed the revisions to the Limitations section of Gulfstream G350, G450, G500, and G550 AFMs, as listed in the table below:

GULFSTREAM AFM REVISIONS

Affected airplane models	AFM	Revision level	Revision date
Model GIV-X	Gulfstream G350	3	January 25, 2006.
	GAC-AC-JAA-G350-OPS-0001		
Model GIV-X	Gulfstream G450	3	January 25, 2006.
	GAC-AC-JAA-G450-OPS-0001		
Model GV-SP	Gulfstream G500	3	January 25, 2006.
	GAC-AC-JAA-G500-OPS-0001		

GULFSTREAM AFM REVISIONS—Continued

Affected airplane models	AFM	Revision level	Revision date
Model GV-SP	Gulfstream G550 GAC-AC-JAA-G550-OPS-0001	5	January 25, 2006.

The revisions describe procedures to follow in the event that all four cockpit flight panel display units simultaneously go blank or malfunction. The procedures include identifying the malfunctioning components and taking appropriate corrective action to return certain displays to a functional condition. The procedures also include weather minimums designed to mitigate the effects of display blanking events during takeoff or landing.

FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other airplanes of the same type design. For this reason, we are issuing this AD to revise AD 2006-04-13. This new AD retains the requirements of the existing AD. This AD also provides for accomplishing the actions specified in the AFM revisions described previously for a certain subset of the existing applicability.

Interim Action

We consider this AD interim action. The manufacturer is currently developing a software modification that will address the unsafe condition identified in this AD, which will constitute terminating action for the AFM revisions required by this AD action. Once this modification is developed, approved, and available, we may consider additional rulemaking. However, the planned compliance time for the modification will allow enough time to provide notice and opportunity for prior public comment on the merits of the modification.

FAA's Determination of the Effective Date

No airplane affected by this AD is currently on the U.S. Register. Therefore, providing notice and opportunity for public comment is unnecessary before this AD is issued, and this AD may be made effective in less than 30 days after it is published in the **Federal Register**.

Comments Invited

This AD is a final rule that involves requirements that affect flight safety and was not preceded by notice and an opportunity for public comment;

however, we invite you to submit any relevant written data, views, or arguments regarding this AD. Send your comments to an address listed in the **ADDRESSES** section. Include "Docket No. FAA-2006-24438; Directorate Identifier 2006-NM-061-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD that might suggest a need to modify it.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of that Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you may visit <http://dms.dot.gov>.

Examining the Dockets

You may examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the DOT street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after the Docket Management System receives them.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with

promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The Federal Aviation Administration (FAA) amends § 39.13

by removing amendment 39–14495 (71 FR 9436, February 24, 2006) and adding the following new airworthiness directive (AD):

2006–04–13 R1 Gulfstream Aerospace Corporation: Amendment 39–14560. Docket No. FAA–2006–24438; Directorate Identifier 2006–NM–061–AD.

Effective Date

(a) The effective date of this AD is March 13, 2006.

Affected ADs

(b) This AD revises AD 2006–04–13.

Applicability

(c) This AD applies to Gulfstream Model GIV–X series airplanes, certificated in any category, serial numbers 4001 and

subsequent; and Gulfstream Model GV–SP series airplanes, certificated in any category, serial numbers 5001 and subsequent; on which Gulfstream Modification ASC–904 or production equivalent has been incorporated.

Unsafe Condition

(d) This AD results from a report that all four of the cockpit flight panel display units simultaneously went blank during flight. We are issuing this AD to ensure that the flightcrew is advised of the appropriate procedures to follow in the event that the cockpit displays go blank or malfunction, which could result in a reduction of the flightcrew's situational awareness and possible loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airplane Flight Manual (AFM) Revision

(f) Except as provided by paragraph (g) of this AD: Within 10 days after March 13, 2006 (the effective date of AD 2006–04–13), revise the Limitations section of the Gulfstream G350, G450, G500, and G550 AFMs to include the information in the applicable revision listed in Table 1 of this AD. Thereafter, operate the airplane according to the limitations and procedures in the applicable revision. Any further revisions to the AFM must contain the identical procedures in the Limitations section of the AFM revisions as required by this AD.

TABLE 1.—GULFSTREAM AFM REVISIONS

Affected airplane models	Applicable Gulfstream AFM
Model GIV–X	GAC–AC–G350–OPS–0001, as specified in Revision 6, dated January 24, 2006.
Model GIV–X	GAC–AC–G450–OPS–0001, as specified in Revision 7, dated January 24, 2006.
Model GV–SP	GAC–AC–G500–OPS–0001, as specified in Revision 13, dated January 24, 2006.
Model GV–SP	GAC–AC–G550–OPS–0001, as specified in Revision 15, dated January 24, 2006.

Note 1: The actions required by paragraph (f) of this AD may be done by inserting a copy of the applicable Gulfstream revisions listed in Table 1 of this AD into the applicable AFM.

Note 2: For airplanes that are operated under and in accordance with the Joint Aviation Authority (JAA)/European Aviation Safety Agency regulations, supervision, and oversight: Revising the Limitations section of

the Gulfstream G350, G450, G500, and G550 AFMs to include the information in the applicable revision listed in Table 2 of this AD is acceptable for compliance with the requirements of paragraph (f) of this AD.

TABLE 2.—JAA GULFSTREAM AFM REVISIONS

Affected airplane models	Applicable Gulfstream AFM
Model GIV–X	GAC–AC–JAA–G350–OPS–0001, as specified in Revision 3, dated January 25, 2006.
Model GIV–X	GAC–AC–JAA–G450–OPS–0001, as specified in Revision 3, dated January 25, 2006.
Model GV–SP	GAC–AC–JAA–G500–OPS–0001, as specified in Revision 3, dated January 25, 2006.
Model GV–SP	GAC–AC–JAA–G550–OPS–0001, as specified in Revision 5, dated January 25, 2006.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Atlanta Aircraft Certification Office, FAA, 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

(h) You must use the documents listed in Table 3 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) On March 13, 2006 (71 FR 9436, February 24, 2006), the Director of the Federal Register approved the incorporation by reference of the documents listed in Table 3 of this AD.

(2) Contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, Georgia 31402–

2206, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL–401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741–6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

TABLE 3.—MATERIAL PREVIOUSLY INCORPORATED BY REFERENCE

Gulfstream service information	Revision level	Revision date
Gulfstream G350 Airplane Flight Manual	6	January 24, 2006.
GAC–AC–G350–OPS–0001		
Gulfstream G450	7	January 24, 2006.
GAC–AC–G450–OPS–0001		
Gulfstream G500	13	January 24, 2006.
GAC–AC–G500–OPS–0001		

TABLE 3.—MATERIAL PREVIOUSLY INCORPORATED BY REFERENCE—Continued

Gulfstream service information	Revision level	Revision date
Gulfstream G550 GAC-AC-G550-OPS-0001	15	January 24, 2006.

Issued in Renton, Washington, on April 5, 2006.

Kevin M. Mullin,

Acting Manager, Transport Airplane

Directorate, Aircraft Certification Service.

[FR Doc. 06-3540 Filed 4-12-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2005-23436; Airspace Docket No. 05-ASO-10]

RIN 2120-AA66

Establishment of Area Navigation Instrument Flight Rules Terminal Transition Route (RITTR); T-210; Jacksonville, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the geographic coordinates of a

waypoint (WP) listed in the description of route T-210 in a final rule published in the **Federal Register** on March 27, 2006 (71 FR 15027), Airspace Docket No. 05-ASO-10. This action also makes an editorial change to the order of the points listed in the route description.

DATES: *Effective Date:* 0901 UTC, June 8, 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 27, 2006, a final rule for Airspace Docket No. 05-ASO-10 was published in the **Federal Register** (71 FR 15027). This rule established RITTR route T-210 in the Jacksonville, FL, terminal area. In the description for route T-210, the coordinates for the OHLEE, FL, WP were incorrect. The correct latitude and longitude

coordinates for OHLEE are lat. 30°16'06" N., long. 82°06'33" W. The action corrects the error. In addition, the order of the points listed in the rule for the route T-210 legal description did not match the order as listed in flight inspection documentation. The rule listed the points from east to west while the flight inspection document listed the points from west to east. This action simply reverses the order of the points listed in the route T-210 description to agree with the flight inspection documentation. This change does not affect the alignment of the route.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the legal descriptions for T-210 as published in the **Federal Register** on March 27, 2006 (71 FR 15027), and incorporated by reference in 14 CFR 71.1, is corrected as follows:

PART 71—[AMENDED]

§ 71.1 [Amended]

* * * * *

T-210 Taylor, FL to BRADO, FL [Corrected]

Taylor, FL (TAY)

OHLEE, FL

BRADO, FL

VORTAC

WP

Fix

(Lat. 30°30'17" N., long. 82°33'10" W.)

(Lat. 30°16'06" N., long. 82°06'33" W.)

(Lat. 29°55'22" N., long. 81°28'08" W.)

* * * * *

Issued in Washington, DC, on April 7, 2006.

Edith V. Parish,

Manager, Airspace and Rules.

[FR Doc. 06-3559 Filed 4-12-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[TD 9244]

RIN 1545-BC05; 1545-BE88

Determination of Basis of Stock or Securities Received in Exchange for, or With Respect to, Stock or Securities in Certain Transactions; Treatment of Excess Loss Accounts; Correction

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Correcting amendment.

SUMMARY: This document contains a correction to final and temporary regulations (TD 9244), that was published in the **Federal Register** on Thursday, January 26, 2006 (71 FR 4264). This regulation provides

guidance regarding the determination of the basis of stock or securities received in exchange for, or with respect to stock or securities in certain transactions.

DATES: This correction is effective January 23, 2006.

FOR FURTHER INFORMATION CONTACT: Theresa M. Kolish, (202) 622-7530 (not a toll-free number).

SUPPLEMENTARY INFORMATION:

Background

The final and temporary regulations (TD 9244) that are the subject of these corrections are under sections 356, 358 and 1502 of the Internal Revenue Code.

Need for Correction

As published, TD 9244 contains errors that may prove to be misleading and are in need of clarification.