

## FAA's Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. We are proposing this AD, which would require replacement of all clevis pins installed on the thrust reverser central drive units and upper and lower actuators, or replacement of pins that fail a rebound hardness test.

### Costs of Compliance

We estimate that this proposed AD would affect 802 CF6-80C2 series turbofan engines installed on airplanes of U.S. registry. We also estimate that it would take about one work-hour per engine to perform the proposed rebound hardness test and three work-hours per engine to replace the six pins. The average labor rate is \$80 per work-hour. Pins cost about \$144 per pin. If all pins are replaced, we estimate the total cost of the proposed AD to U.S. operators to be \$949,568. CF6-80E1 series turbofan engines are not currently installed on U.S. registered airplanes, so we did not estimate any cost for 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 proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 proposed AD:

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. Would 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 proposed AD. You may get a copy of this summary at the address listed under **ADDRESSES**.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

### The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 FAA amends § 39.13 by adding the following new airworthiness directive:

**General Electric Company:** Docket No. FAA-2007-0242; Directorate Identifier 2007-NE-51-AD.

#### Comments Due Date

- (a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by April 25, 2008.

#### Affected ADs

- (b) None.

#### Applicability

- (c) This AD applies to General Electric Company (GE) CF6-80C2 and CF6-80E1 series turbofan engines. These engines are installed on, but not limited to, Airbus A300-600/R/F, A310-200/-300, and A330-200/-300 airplanes, Boeing 747-300/-400/-400ER, and 767-200/-200ER/-300/-300ER/-400ER airplanes, and MD-11 airplanes.

#### Unsafe Condition

- (d) This AD results from failure of a thrust reverser during landing due to unapproved clevis pins being installed. The failure was due to lack of clevis pin hardness. We are issuing this AD to prevent thrust reverser failure, which could lead to damage to the thrust reverser and airplane.

#### Compliance

- (e) You are responsible for having the actions required by this AD performed within 18 months or 4,500 flight hours after the

effective date of this AD, whichever occurs first, unless the actions have already been done.

- (f) Replace the six clevis pins installed on the thrust reverser central drive units and actuators with clevis pins that pass the hardness test identified in paragraphs (g)(1) through (g)(4) below; or

(g) Perform a rebound hardness test of installed thrust reverser central drive unit and actuator clevis pins as follows:

- (1) Remove any corrosion from the head of the pin.

(2) Perform the rebound hardness test on the head of the clevis pin.

(3) If the hardness measured is outside of the range of 31 to 38 Rockwell Hardness (C Scale), replace the clevis pin with an approved part clevis pin.

(4) If the hardness measured is within the range of 31 to 38 Rockwell Hardness (C Scale), and the pin has no visible defects, the clevis pin can remain in service, as allowed per the engine maintenance manual.

(5) Perform the steps in paragraphs (g)(1) through (g)(4) to all six clevis pins on the thrust reverser.

#### Install Approved Part Clevis Pins

- (h) After the effective date of this AD, do not install any thrust reverser central drive unit and actuator clevis pins that do not pass the hardness test of paragraphs (g)(1) through (g)(4) of this AD.

#### Alternative Methods of Compliance

- (i) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

#### Related Information

- (j) Contact Christopher Richards, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [Christopher.richards@faa.gov](mailto:Christopher.richards@faa.gov); telephone: (781) 238-7133, fax: (781) 238-7199, for more information about this AD.

Issued in Burlington, Massachusetts, on February 15, 2008.

**Peter A. White,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E8-3463 Filed 2-22-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 1

[REG-107592-00]

RIN 1545-BA11

#### Consolidated Returns; Intercompany Obligations

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

**ACTION:** Partial withdrawal of notice of proposed rulemaking.

**SUMMARY:** This document withdraws a portion of a notice of proposed rulemaking (REG–107592–00) published in the **Federal Register** on September 28, 2007 (72 FR 55139). The withdrawn portion relates to the treatment of transactions involving the provision of insurance between members of a consolidated group.

**FOR FURTHER INFORMATION CONTACT:** Frances L. Kelly, (202) 622–7770 (not a toll-free number).

**SUPPLEMENTARY INFORMATION:**

**Background**

On September 28, 2007, the IRS and the Treasury Department published a notice of proposed rulemaking (REG–107592–00) in the **Federal Register** (72 FR 55139) which proposed to amend § 1.1502–13(g) (regarding the treatment of transactions involving obligations between members of a consolidated group) and to add § 1.1502–13(e)(2)(ii)(C) (regarding the treatment of certain transactions involving the provision of insurance between members of a consolidated group).

Under proposed § 1.1502–13(e)(2)(ii)(C), certain intercompany insurance transactions would be taken into account on a single entity basis. Written comments were received with respect to proposed § 1.1502–13(e)(2)(ii)(C). After consideration of these comments, the IRS and the Treasury Department have decided to withdraw proposed § 1.1502–13(e)(2)(ii)(C). However, the IRS and the Treasury Department continue to study whether revisions to the rules for intercompany transactions are necessary to clearly reflect the taxable income of consolidated groups.

**List of Subjects in 26 CFR Part 1**

Income taxes, Reporting and recordkeeping requirements.

**Partial Withdrawal of a Notice of Proposed Rulemaking**

Accordingly, under the authority of 26 U.S.C. 7805 and 26 U.S.C. 1502, § 1.1502–13(e)(2)(ii)(C) of the notice of proposed rulemaking (REG–107592–00) that was published in the **Federal Register** on September 28, 2007 (72 FR 55139) is withdrawn.

**Linda E. Stiff,**

*Deputy Commissioner for Services and Enforcement.*

[FR Doc. 08–823 Filed 2–20–08; 8:48 am]

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**DEPARTMENT OF THE TREASURY**

**Internal Revenue Service**

**26 CFR Part 1**

[REG–107592–00]

RIN 1545–BA11

**Consolidated Returns; Intercompany Obligations; Hearing**

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

**ACTION:** Cancellation of notice of public hearing on proposed rulemaking.

**SUMMARY:** This document cancels a public hearing on proposed regulations regarding the treatment of transactions involving obligations between members of a consolidated group and the treatment of transactions involving the provision of insurance between members of a consolidated group.

**DATES:** The public hearing, originally scheduled for Friday, February 29, 2008, at 10 a.m. is cancelled.

**FOR FURTHER INFORMATION CONTACT:** Funmi Taylor of the Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel (Procedure and Administration) at (202) 622–3628 (not a toll-free number).

**SUPPLEMENTARY INFORMATION:** A notice of public hearing that appeared in the **Federal Register** on Thursday, January 24, 2008 (73 FR 4131) announced that a public hearing was scheduled for Friday, February 29, 2008, at 10 a.m., in the IRS Auditorium, Internal Revenue Building, 1111 Constitution Avenue, NW., Washington, DC. The subject of the public hearing was the notice of proposed rulemaking (REG–107592–00) that was published in the **Federal Register** on Friday, September 28, 2007 (72 FR 55139). Specifically, the hearing was to address the addition of proposed § 1.1502–13(e)(2)(ii)(C). Proposed regulation § 1.1502–13(e)(2)(ii)(C), that was the subject of the hearing, has been withdrawn. Therefore the public hearing scheduled for February 29, 2008, is cancelled.

**LaNita Van Dyke,**

*Chief, Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel (Procedure and Administration).*

[FR Doc. 08–822 Filed 2–20–08; 8:48 am]

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**DEPARTMENT OF THE INTERIOR**

**Fish and Wildlife Service**

**50 CFR Part 14**

[FWS–R9–LE–2008–0024; 99011–1224–0000–9B]

RIN 1018–AV31

**Importation, Exportation, and Transportation of Wildlife; Inspection Fees, Import/Export Licenses, and Import/Export License Exemptions**

**AGENCY:** Fish and Wildlife Service, Interior.

**ACTION:** Proposed rule; notice of meeting.

**SUMMARY:** We propose to revise subpart I—Import/Export Licenses, of title 50 of the Code of Federal Regulations, part 14, (50 CFR 14) to clarify the import/export license and fee requirements, adjust the user fee schedule and update license and user fee exemptions. We propose to clarify when an import/export license is required by persons who engage in the business of importing and exporting wildlife as well as change the license requirement exemptions. Revised regulations will help those importing and exporting wildlife better understand when an import/export license is required and will allow us to consistently apply these requirements. We also propose to change our user fee structure for the importation and exportation of wildlife and the fee exemptions. We propose to generally increase these fees and publish the changes for 2008 through 2012. We determined that these fees must be adjusted every year to cover the increased cost of providing these services. By publishing these user fee changes in advance, importers and exporters can accurately predict the costs of importing and exporting wildlife several years in advance.

**DATES:** We will accept comments received or postmarked on or before April 25, 2008. See the **SUPPLEMENTARY INFORMATION** section for information on the date of the public meeting.

**ADDRESSES:** You may submit comments by one of the following methods:

- Federal eRulemaking portal at: <http://www.regulations.gov>. Follow the instructions for submitting comments.
- U.S. mail or hand-delivery: Public Comments Processing, Attn: [RIN 1018–AV31]; Division of Policy and Directives Management; U.S. Fish and Wildlife Service; 4401 N. Fairfax Drive, Suite 222; Arlington, VA 22203.

We will not accept e-mail or faxes. We will post all comments on <http://>