

**(i) Corrective Action for Failed Post-modification Operational Test**

After accomplishment of the modification specified in paragraph (g) or (h) of this AD, each time a GFI fails an operational test, before further flight, replace the GFI or deactivate the associated fuel pump, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA.

**Note 1 to paragraph (i) of this AD:**

Guidance on the operational test specified in paragraph (i) of this AD can be found in Task 28.18.00/01, Operational Check of Centre Tank Fuel Pump GFI, of the Airbus A318/A319/A320/A321 Maintenance Review Board Report or Task 281800-710-801, Operational Check of Centre Tank Fuel Pump GFI, of the Airbus A318/A319/A320 Aircraft Maintenance Manual.

**Note 2 to paragraph (i) of this AD:**

Guidance on the fuel pump deactivation specified in paragraph (h) of this AD can be found in Item 28-21-02, Center Tank Systems, of the FAA Master Minimum Equipment List for Airbus A318/A319/A320/A321.

**(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, 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 local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-227-1405; fax: 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

**(k) Related Information**

(1) Refer to MCAI EASA Airworthiness Directive 2012-0198, dated September 26, 2012; and Airbus Service Bulletin A320-28-1188, dated March 23, 2012; for related information.

(2) For service information identified in this AD, contact Airbus, Airworthiness Office—EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); Internet

<http://www.airbus.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

Issued in Renton, Washington, on October 15, 2012.

**John P. Piccola,**

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

[FR Doc. 2012-26078 Filed 10-22-12; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. FAA-2012-0495; Directorate Identifier 2011-NM-236-AD]**

**RIN 2120-AA64**

**Airworthiness Directives; Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.) Airplanes**

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

**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** The FAA withdraws a notice of proposed rulemaking (NPRM) that proposed a new airworthiness directive (AD) for certain Gulfstream Aerospace LP (Type Certificate previously held by Israel Aircraft Industries, Ltd.) Model Galaxy and Gulfstream 200 airplanes. The proposed AD would have required determining the lengths of the wear indicating pins of all brake assemblies, shortening the pin if the wear indicating pin is too long, inspecting for normal brake wear, and replacing brakes with new brakes if necessary. Since the issuance of the NPRM, the FAA has received new data that indicates the actions addressing this unsafe condition have been accomplished on the worldwide fleet. Accordingly, the proposed AD is withdrawn.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800-647-5527) is the Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140,

1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Tom Groves, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-1503; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:****Discussion**

We proposed to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) with a notice of proposed rulemaking (NPRM) for a new AD for certain Gulfstream Aerospace LP (Type Certificate previously held by Israel Aircraft Industries, Ltd.) Model Galaxy and Gulfstream 200 airplanes. That NPRM was published in the **Federal Register** on May 31, 2012 (77 FR 32069). The NPRM would have required determining the lengths of the wear indicating pins of all brake assemblies, shortening the pin if the wear indicating pin is too long, inspecting for normal brake wear, and replacing brakes with new brakes if necessary. The NPRM resulted from reports of degraded brake performance during landing due to improperly-sized wear indicating pins. The proposed actions were intended to detect and correct improperly-sized wear indicating pins, which, if not corrected, could result in worn-out brake pads and subsequent loss of braking power, which could result in runway overruns.

**Actions Since NPRM (77 FR 32069, May 31, 2012) Was Issued**

Since we issued the NPRM (77 FR 32069, May 31, 2012), FAA has received new data that indicates the unsafe condition no longer exists. Review of the Gulfstream Aerospace LP Model Galaxy and Gulfstream 200 airplane service history shows that the worldwide fleet is in compliance with the actions specified in Gulfstream Service Bulletin 200-32-389, Revision 1, dated October 27, 2011. Therefore, the unsafe condition no longer exists.

**FAA's Conclusions**

Upon further consideration, we have determined that the actions specified in Gulfstream Service Bulletin 200-32-389, Revision 1, dated October 27, 2011, and the Gulfstream Aerospace LP Model Galaxy and Gulfstream 200 airplane service history adequately addressed the identified unsafe condition. Therefore, it is not necessary to issue a final rule. Accordingly, the NPRM (77 FR 32069, May 31, 2012) is withdrawn.

Withdrawal of the NPRM (77 FR 32069, May 31, 2012) does not preclude

the FAA from issuing another related action or commit the FAA to any course of action in the future.

### Regulatory Impact

Since this action only withdraws an NPRM (77 FR 32069, May 31, 2012), it is neither a proposed nor a final rule and therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

### List of Subjects in 14 CFR Part 39

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

### The Withdrawal

Accordingly, we withdraw the NPRM, Docket No. FAA-2012-0495, Directorate Identifier 2011-NM-236-AD, which was published in the **Federal Register** on May 31, 2012 (77 FR 32069).

Issued in Renton, Washington, on October 14, 2012.

**John P. Piccola,**

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

[FR Doc. 2012-26080 Filed 10-22-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 1

[REG-140668-07]

RIN 1545-BH16

### Regulations Regarding the Application of Section 172(h) Including Consolidated Groups; Correction

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

**ACTION:** Correction to notice of proposed rulemaking.

**SUMMARY:** This document contains corrections to a notice of proposed rulemaking (REG-140668-07) that was published in the **Federal Register** on Monday, September 17, 2012 (77 FR 57452). The proposed regulation provides guidance regarding the treatment of corporate equity reduction transactions (CERTs), including the treatment of multiple step plans for the acquisition of stock and CERTs involving members of a consolidated group.

#### FOR FURTHER INFORMATION CONTACT:

Amie Colwell Breslow or Marie C. Milnes-Vasquez at (202) 622-7530 (not a toll free number).

### SUPPLEMENTARY INFORMATION:

#### Background

The notice of proposed rulemaking (REG-140668-07) that is the subject of these corrections are under sections 172 and 1502 of the Internal Revenue Code.

#### Need for Correction

As published, the notice of proposed rulemaking (REG-140668-07) contains errors that may prove to be misleading and are in need of clarification.

#### Correction of Publication

Accordingly, the notice of proposed rulemaking (REG-140668-07), that was the subject of FR Doc. 2012-22838, is corrected as follows:

1. On page 57452, in the preamble, column 1, under the caption **ADDRESSES**, line 10, the language “Service, 1111 Constitution Avenue NW.,” is corrected to read “Service, 1111 Constitution Avenue NW.,”.

2. On page 57453, in the preamble, column 2, under the caption “Background”, line 16 from the bottom of the page, the language “return group; (4) application of these” is corrected to read “group; (4) application of these”.

3. On page 57456, in the preamble, column 3, under the paragraph heading *C. Loss Limitation Years*, line 6 from the bottom of the first paragraph, the language “section 172 and 381 are applied as if the” is corrected to read “sections 172 and 381 are applied as if the”.

#### § 1.172(h)-2 [Corrected]

4. On Page 57462, column 1, under the paragraph heading § 1.172(h)-2 *Computation of a CERIL*., fourth paragraph of the column, line 6, the language “addition, under the principles of section” is corrected to read “addition, under the principles of”.

#### § 1.172(h)-4 [Corrected]

5. On Page 57465, column 1, under the paragraph heading § 1.172(h)-4 *Special rules for predecessors and successors*., second full paragraph of the column, line 13, the language “occurred. See §§ 1.172(h)-5(a) (defining)” is corrected to read “occurred. See § 1.172(h)-5(a) (defining)”.

6. On Page 57465, column 3, under the same paragraph heading, line 21 from the top of the column, the language “interest paid or accrued during the 3 year” is corrected to read “interest paid or accrued during the three-year”.

#### § 1.1502-72 [Corrected]

7. On page 57471, column 2, under the paragraph heading § 1.1502-72 *Corporate equity reduction*

*transactions*., lines 10 and 11 from the top of the column, the language “[ $\$10,000,000 + \$100,000 + 250,000 + 175,000$ ]. See § 1.172(h)-2(b)(3) for rules” is corrected to read “[ $\$10,000,000 + \$100,000 + \$250,000 + \$175,000$ ]. See § 1.172(h)-2(b)(3) for rules”.

8. On page 57473, column 1, under the same paragraph heading, line 22 of the second paragraph, the language “([ $\$1,400 + \$1,000 + 1,200$ ]/3). Because T is” is corrected to read “([ $\$1,400 + \$1,000 + \$1,200$ ]/3). Because T is”.

9. On page 57473, column 1, under the same paragraph heading, line 2 from the bottom of the second paragraph, the language “([ $\$1,400 + \$1,000 + 1,200 + \$600 + \$200$  +)”) is corrected to read “([ $\$1,400 + \$1,000 + \$1,200 + \$600 + \$200$  +)”).

10. On page 57475, column 3, under the same paragraph heading, line 11 of the second full paragraph of the column, the language “172(h)(3)(C) § 1.172(h)-1(c)(3) and (f), and” is corrected to read “172(h)(3)(C), § 1.172(h)-1(c)(3) and (f), and”.

**Guy Traynor,**

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

[FR Doc. 2012-26001 Filed 10-22-12; 8:45 am]

**BILLING CODE 4830-01-P**

## POSTAL SERVICE

### 39 CFR Part 20

### International Mailing Services: Proposed Product and Price Changes

**AGENCY:** Postal Service,™

**ACTION:** Proposed rule.

**SUMMARY:** In October 2012, the Postal Service filed a notice of mailing services price adjustments with the Postal Regulatory Commission (PRC), effective on January 27, 2013. The Postal Service proposes to revise various sections of *Mailing Standards of the United States Postal Service*, International Mail Manual (IMM®) to reflect new prices and classification changes.

**DATES:** We must receive your comments on or before November 23, 2012.

**ADDRESSES:** Mail or deliver comments to the manager, Product Classification, U.S. Postal Service®, 475 L'Enfant Plaza SW., RM 4446, Washington, DC 20260-5015. You may inspect and photocopy all written comments at USPS® Headquarters Library, 475 L'Enfant Plaza SW., 11th Floor N, Washington DC by appointment only between the hours of 9 a.m. and 4 p.m., Monday