

businesses, but the impact will not be significant.

This rule is expected to benefit small and large horse entities in Indiana through trade opportunities already provided to States currently approved to receive horses from CEM-affected regions. Horses from CEM-affected regions will be allowed to be moved directly into Indiana, thereby benefitting Indiana importers through lower transport costs and reduced paperwork burdens. Mainly, breeding horse importers in Indiana would benefit from this rule. Because the pool of imported horses is a very small fraction of the domestic total and Indiana importers are expected to compete with importers in 21 other States, any net beneficial impact would be very small, especially when compared to the value of the imported horses.

Under these circumstances, the Administrator of the Animal and Plant Health Inspection Service has determined that this action will not have a significant economic impact on a substantial number of small entities.

Executive Order 12988

This rule has been reviewed under Executive Order 12988, Civil Justice Reform. This rule: (1) Preempts all State and local laws and regulations that are inconsistent with this rule; (2) has no retroactive effect; and (3) does not require administrative proceedings before parties may file suit in court challenging this rule.

Paperwork Reduction Act

This rule contains no new information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

List of Subjects in 9 CFR Part 93

Animal diseases, Imports, Livestock, Poultry and poultry products, Quarantine, Reporting and recordkeeping requirements.

■ Accordingly, 9 CFR part 93 is amended as follows:

PART 93—IMPORTATION OF CERTAIN ANIMALS, BIRDS, AND POULTRY, AND CERTAIN ANIMAL, BIRD, AND POULTRY PRODUCTS; REQUIREMENTS FOR MEANS OF CONVEYANCE AND SHIPPING CONTAINERS

■ 1. The authority citation for part 93 continues to read as follows:

Authority: 7 U.S.C. 1622 and 8301–8317; 21 U.S.C. 136 and 136a; 31 U.S.C. 9701; 7 CFR 2.22, 2.80, and 371.4.

§ 93.301 [Amended]

■ 2. Section 93.301 is amended as follows:

■ a. In paragraph (h)(6), by adding, in alphabetical order, “The State of Indiana”.

■ b. In paragraph (h)(7), by adding, in alphabetical order, “The State of Indiana”.

Done in Washington, DC, this 21st day of April 2006.

Kevin Shea,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 06–3985 Filed 4–26–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. NM316, Special Conditions No. 25–315–SC]

Special Conditions: Airbus Model A380–800 Airplane; Discrete Gust Requirements

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final special conditions; correction.

SUMMARY: This document corrects an error that appeared in Docket No. NM316, Special Conditions No. 25–312–SC, which were published in the **Federal Register** on January 24, 2006 (71 FR 3753). The error is in the Special Conditions No. and is being corrected herein.

DATES: *Effective Date:* The effective date of this correction is April 6, 2006.

FOR FURTHER INFORMATION CONTACT: Madeleine Kolb, FAA, Standardization Branch, ANM–113, Transport Airplane Directorate, Aircraft Certifications Service, 1601 Lind Avenue, SW., Renton, WA 98055–4056; telephone (425) 227–2799; facsimile (425) 227–1149.

SUPPLEMENTARY INFORMATION: The document designated as “Docket No. NM316, Special Conditions No. 25–312–SC” was published in the **Federal Register** on January 24, 2006 (71 FR 3753). The document issued special conditions pertaining to discrete gust requirements for the Airbus Model A380–800 airplane.

As published, the document contained an error in that the Special Conditions No. was shown as 25–312–SC, which is the number of a different set of special conditions. To avoid

confusion, a new Special Condition No., 25–315–SC, has been assigned to “Special Conditions: Airbus Model A380–800 Airplane, Discrete Gust Requirements.”

Since no other part of the regulatory information has been changed, the Special Conditions are not being republished.

Correction

In Final Special Conditions document [FR Doc. 06–598, Filed 1–23–06; 8:45] and published on January 24, 2006 (71 FR 3753), make the following correction:

1. On page 3753, in the first column in the Headings section, correct “Special Conditions No. 25–312–SC” to read “Special Conditions No. 25–315–SC.”

Issued in Renton, Washington, on April 6, 2006.

Kevin Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06–3947 Filed 4–26–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2006–24518; Directorate Identifier 2006–SW–10–AD; Amendment 39–14569; AD 2006–08–12]

RIN 2120–AA64

Airworthiness Directives; MD Helicopters, Inc. Model 600N Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD) for the MD Helicopters, Inc. (MDHI) Model 600N helicopters, that currently requires inspecting both upper tailboom attachment fittings, nut plates and both angles for a crack or thread damage, and repairing or replacing any cracked or damaged part. That AD also requires replacing the upper right tailboom attachment bolt with a new attachment bolt, and if the upper right attachment bolt is broken, replacing the three remaining attachment bolts with airworthy bolts. Adding a washer to each bolt and modifying both access covers is also required. Thereafter, inspecting the upper tailboom attachments and repairing or replacing