

some signs of wear have been detected on diaphragms having logged less than 2,000 hours. Based on the inspection results, it has been decided to decrease this limit from 2,000 hours to 1,500 hours in order to further reduce the probability of delta P diaphragm rupture.

The loss of automatic control mode coupled with the deteriorated performance of the backup mode can lead to the inability to continue safe flight, forced autorotation landing, or an accident.

#### Actions and Compliance

(e) Unless already done, do the following actions.

(1) Replace the HMU with a serviceable HMU before the HMU accumulates 1,500 hours-since-new, since-last-overhaul, or since-incorporation of Turbomeca Service Bulletin (SB) No. 292 73 2105; or by July 30, 2007, whichever occurs later.

(2) Thereafter, replace HMUs with a serviceable HMU at every 1,500 hours-since-new, since-last-overhaul, or since-incorporation of Turbomeca SB No. 292 73 2105, whichever occurs later.

(3) For the purposes of this AD, a serviceable HMU is an HMU fitted with a new constant delta P diaphragm in accordance with Turbomeca Service Bulletin (MSB) No. 292 73 2818, Original Issue, dated October 18, 2006, or Update No. 1, dated April 3, 2007.

#### Other FAA AD Provisions

(f) Alternative Methods of Compliance (AMOCs): The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

#### Related Information

(g) Contact Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [christopher.spinney@faa.gov](mailto:christopher.spinney@faa.gov); telephone (781) 238-7175, fax (781) 238-7199, for more information about this AD.

#### Material Incorporated by Reference

(h) None.

Issued in Burlington, Massachusetts, on September 11, 2007.

**Francis A. Favara,**

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

[FR Doc. E7-18337 Filed 9-17-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 135

#### Service Difficulty Reports; Correcting Amendment

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

**ACTION:** Final rule; correcting amendment.

**SUMMARY:** This action removes an erroneous reference to a section that appears in the applicability section of operating requirements for commuter and on-demand operations. The intent of this action is to ensure that the regulations are clear and accurate.

**DATES:** This amendment becomes effective September 18, 2007.

**FOR FURTHER INFORMATION CONTACT:** Kim Barnette, Aircraft Maintenance Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Telephone: (202) 493-4922; facsimile: (202) 267-5115; e-mail: [kim.a.barnette@faa.gov](mailto:kim.a.barnette@faa.gov).

**SUPPLEMENTARY INFORMATION:** On December 29, 2005, the FAA published a final rule (70 FR 76974) that withdrew a final rule entitled Service Difficulty Reports. As part of that withdrawal, the FAA should have removed any cross-reference to § 135.416 that appeared elsewhere in the regulation, since that section was removed as part of withdrawing the Service Difficulty Reports rule.

To correct this oversight, this action removes references to § 135.416 from paragraphs (a)(1) and (a)(2) of § 135.411.

#### Technical Amendment

The technical amendment will make a minor editorial correction to § 135.411, paragraphs (a)(1) and (a)(2).

#### Justification for Immediate Adoption

Because this action removes references to a section that no longer exists, the FAA finds that notice and public comment under 5 U.S.C. 553(b) is unnecessary. For the same reason, the FAA finds that good cause exists under 5 U.S.C. 553(d) for making this rule effective upon publication.

#### List of Subjects in 14 CFR Part 135

Air taxis, Aircraft, Aviation safety, Reporting and recordkeeping requirements.

#### The Amendment

■ Accordingly, Title 14 of the Code of Federal Regulations (CFR) part 135 is amended as follows:

#### PART 135—OPERATING REQUIREMENTS: COMMUTER AND ON-DEMAND OPERATIONS AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

■ 1. The authority citation for part 135 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 41706, 40113, 44701-44702, 44705, 44709, 44711-44713, 44715-44717, 44722, 45101-45105.

■ 2. Amend § 135.411 by revising paragraphs (a)(1) and (a)(2) to read as follows:

#### § 135.411 Applicability.

(a) \* \* \*

(1) Aircraft that are type certificated for a passenger seating configuration, excluding any pilot seat, of nine seats or less, shall be maintained under parts 91 and 43 of this chapter and §§ 135.415, 135.417, 135.421 and 135.422. An approved aircraft inspection program may be used under § 135.419.

(2) Aircraft that are type certificated for a passenger seating configuration, excluding any pilot seat, of ten seats or more, shall be maintained under a maintenance program in §§ 135.415, 135.417, 135.423 through 135.443.

\* \* \* \* \*

Issued in Washington, DC on September 12, 2007.

**Pamela Hamilton-Powell,**

*Director, Office of Rulemaking, Aviation Safety.*

[FR Doc. E7-18350 Filed 9-17-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF JUSTICE

### Parole Commission

#### 28 CFR Part 2

#### Paroling, Recommitting, and Supervising Federal Prisoners: Prisoners Serving Sentences Under the United States and District of Columbia Codes

**AGENCY:** United States Parole Commission, Justice.

**ACTION:** Final rule.

**SUMMARY:** The Parole Commission is amending its regulations to incorporate a procedural alternative that allows a parolee or supervised releasee to initiate the process of accepting a revocation decision without the need of a revocation hearing. This “advanced consent” alternative has been used in a pilot project in the District of Columbia since October 2005 and has assisted in the prompt resolution of revocation cases. Through this amendment, the Commission is formalizing the adoption of this variation of the expedited revocation procedure and simplifying the format and language of the rule.

**DATES:** Effective date: October 18, 2007.

**FOR FURTHER INFORMATION CONTACT:** Office of General Counsel, U.S. Parole