

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

One-Time Visual Inspection of the No. 3 Bearing Oil Pressure Tube

(f) Perform a one-time visual inspection of the exterior of the No. 3 bearing oil pressure tube for cracks and evidence of being repaired.

(1) Remove the tube from service if any cracks are found.

(2) Remove the tube from service if found repaired, or if suspected that the tube was repaired.

(g) After the effective date of this AD, do not install any repaired No. 3 bearing oil pressure tube into any engine.

(h) Guidance on the No. 3 bearing oil pressure tube visual inspection can be found in:

(1) Pratt & Whitney Clean, Inspect, Repair Manual PN 51A357, 72-41-20 for PW4000-94" and PW4000-100" series engines; or

(2) Pratt & Whitney Clean, Inspect, Repair Manual PN 51A750, 72-41-20 for PW4000-112" series engines.

Definitions

(i) For the purpose of this AD, piece part condition means that the part is completely disassembled from the engine as specified in the disassembly instructions in the manufacturer's engine manual.

Alternative Methods of Compliance

(j) The Manager, Engine Certification Office, FAA, may approve alternative methods of compliance for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) For more information about this AD, contact James Gray, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7742; fax (781) 238-7199; e-mail: james.e.gray@faa.gov.

Material Incorporated by Reference

(l) None.

Issued in Burlington, Massachusetts, on November 16, 2010.

Robert G. Mann,

Acting Manager, Engine & Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2009-1076; Directorate Identifier 2009-CE-019-AD; Amendment 39-16296; AD 2010-10-17]

RIN 2120-AA64

Airworthiness Directives; Mitsubishi Heavy Industries, Ltd. Various Models MU-2B Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that has published in the **Federal Register**. That AD applies to the products listed above. The reissue date of September 24, 1986, of the MU-2B-60 airplane flight manual (AFM) in table 3 of the Compliance section (e)(1)(i) is incorrect, in that it is "September 24, 1985," instead of "September 24, 1986." This document corrects this error. In all other respects, the original document remains the same.

DATES: This final rule; correction is effective November 23, 2010. The effective date for AD 2010-10-17 remains July 22, 2010.

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 (phone: 800-647-5527) is 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: Matt Bryant, Propulsion Engineer, FAA, Fort Worth ACO, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5146; fax: (817) 222-5960; e-mail: matthew.a.bryant@faa.gov.

SUPPLEMENTARY INFORMATION: Airworthiness Directive 2010-10-17, amendment 39-16296 (75 FR 34349), which supersedes Airworthiness Directive (AD) 2006-17-01, AD 2006-15-07, AD 2000-02-25, and AD 97-25-02, currently retains from AD 2006-17-01 the inspection of the engine torque indication system and possible recalibration of the torque pressure

transducers and requires incorporating all revisions up to and including the latest revisions of the AFM for certain MHI various Models MU-2B airplanes.

As published, table 3 specific to the MHI MU-2B-60 airplane stating that the MU-2B-60 AFM has a reissued date of September 24, 1986, in the Compliance section (e) is incorrect, in that it is "September 24, 1985," instead of "September 24, 1986."

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

The effective date of this AD remains July 22, 2010.

Correction of Regulatory Text

§ 39.13 [Corrected]

■ In the **Federal Register** of June 17, 2010, AD 2010-10-17; Amendment 39-16296 is corrected as follows:

On page 34352, in the Compliance section paragraph (e)(1)(i) in table 3, under the third column "Date and version of AFM," change the AFM, Section 6, Reissued date "September 24, 1986," to "September 24, 1985."

Issued in Kansas City, Missouri, on November 17, 2010.

Patrick R. Mullen,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-29463 Filed 11-22-10; 8:45 am]

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DEPARTMENT OF JUSTICE

28 CFR Part 26

[Docket No. OJP 1464; AG Order No.]

RIN 1121-AA76

Office of the Attorney General; Certification Process for State Capital Counsel Systems; Removal of Final Rule

AGENCY: Department of Justice.

ACTION: Final rule.

SUMMARY: Pursuant to the USA PATRIOT Improvement and Reauthorization Act of 2005, the Department of Justice promulgated a final rule to implement certification procedures for States seeking to qualify for the special federal habeas corpus review procedures in capital cases. A Federal district court issued an injunction requiring the Department to provide an additional public comment period and publish a response to any comments received during that period. The Department then solicited further