

(b) Revising the entries for the following forms listed, to read as follows:

§ 103.7 Fees.

* * * * *

(b) * * *

(1) * * *

* * * * *

Form I-17. For filing an application for school approval, except in the case of a school or school system owned or operated as a public educational institution or system by the United States or a state or political subdivision thereof—\$200.00.

* * * * *

Form I-90. For filing an application for Permanent Resident Card (Form I-551) in lieu of an obsolete card or in lieu of one lost, mutilated, or destroyed, or for a change in name—\$110.00.

* * * * *

Form I-102. For filing a petition for an application (Form I-102) for Arrival-Departure Record (Form I-94) or Crewman's Landing (Form I-95), in lieu of one lost, mutilated, or destroyed—\$85.00.

Form I-129. For filing a petition for a nonimmigrant worker—\$110.00.

Form I-129F. For filing a petition to classify nonimmigrant as fiancée or fiancé under section 214(d) of the Act—\$95.00.

Form I-129H. For filing a petition to classify nonimmigrant as temporary worker or trainee under section 214(c) of the Act—\$110.00.

Form I-129L. Petition to employ intracompany transferee—\$110.00.

Form I-130. For filing a petition to classify status of alien relative for issuance of immigrant visa under section 204(a) of the Act—\$110.00.

Form I-131. For filing an application for travel documents—\$95.00.

Form I-140. For filing a petition to classify preference status of an alien on basis of profession or occupation under section 204(a) of the Act—\$115.00.

* * * * *

Form I-191. For filing applications for discretionary relief under section 212(c) of the Act—\$170.00.

Form I-192. For filing an application for discretionary relief under section 212(d)(3) of the Act, except in an emergency case, or where the approval of the application is in the interest of the United States Government—\$170.00.

Form I-193. For filing an application for waiver of passport and/or visa—\$170.00.

Form I-212. For filing an application for permission to reapply for an excluded, deported or removed alien, an alien who has fallen into distress, an alien who has been removed as an alien enemy, or an alien who has been removed at Government expense in lieu of deportation—\$170.00.

* * * * *

Form I-485. For filing application for permanent resident status or creation of a record of lawful permanent residence—\$220.00 for an applicant 14 years of age or older; \$160.00 for an applicant under the age

of 14 years; no fee for an applicant filing as a refugee under section 209(a) of the Act.

* * * * *

Form I-526. For filing a petition for an alien entrepreneur—\$350.00.

* * * * *

Form I-539. For filing an application to extend or change nonimmigrant status—\$120.00.

* * * * *

Form I-600. For filing a petition to classify orphan as an immediate relative for issuance of immigrant visa under section 204(a) of the Act. (When more than one petition is submitted by the same petitioner on behalf of orphans who are brothers or sisters, only one fee will be required.)—\$405.00.

Form I-600A. For filing an application for advance processing of orphan petition. (When more than one petition is submitted by the same petitioner on behalf of orphans who are brothers or sisters, only one fee will be required.)—\$405.00.

Form I-601. For filing an application for waiver of ground of inadmissibility under section 212 (h) or (i) of the Act. (Only a single application and fee shall be required when the alien is applying simultaneously for a waiver under both those subsections.)—\$170.00.

Form I-612. For filing an application for waiver of the foreign-residence requirement under section 212(e) of the Act—\$170.00.

* * * * *

Form I-751. For filing a petition to remove the conditions on residence, based on marriage—\$125.00.

* * * * *

Form I-765. For filing an application for employment authorization pursuant to 8 CFR 274a.13—\$100.00.

* * * * *

Form I-817. For filing an application for voluntary departure under the Family Unity Program—\$120.00.

* * * * *

Form I-824. For filing for action on an approved application or petition—\$120.00.

Form I-829. For filing a petition by entrepreneur to remove conditions—\$345.00.

* * * * *

Form N-400. For filing an application for naturalization—\$225.00.

* * * * *

Form N-565. For filing an application for a certificate of naturalization or declaration of intention in lieu of a certificate or declaration alleged to have been lost, mutilated, or destroyed; for a certificate of citizenship in a changed name under section 343(b) or (d) of the Act; or for a special certificate of naturalization to obtain recognition as a citizen of the United States by a foreign state under section 343(c) of the Act—\$135.00.

Form N-600. For filing an application for a certificate of citizenship under section 309(c) or section 341 of the Act—\$160.00.

Form N-643. For filing an application for a certificate of citizenship on behalf of an adopted child—\$125.00.

* * * * *

Dated: August 12, 1998.

Janet Reno,

Attorney General.

[FR Doc. 98-22003 Filed 8-13-98; 8:45 am]

BILLING CODE 4410-10-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-287-AD; Amendment 39-10710; AD 98-17-08]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F.28 Mark 1000, 2000, 3000, and 4000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Fokker Model F.28 Mark 1000, 2000, 3000, and 4000 series airplanes, that requires repetitive inspections to detect any discrepancy in the sealwire of the fireguards of the engine fire shut-off system, and repair, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent inadvertent closure of the fire shut-off valves due to ineffective or absent sealwires, which could result in in-flight engine shutdown.

DATES: Effective September 18, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 18, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Fokker Model F.28 Mark 1000, 2000, 3000, and 4000 series airplanes was published in the **Federal Register** on December 1, 1997 (62 FR 63473). That action proposed to require repetitive inspections to detect any discrepancy in the sealwire of the fireguards of the engine fire shut-off system, and repair, if necessary.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposed rule.

Request for Clarification of Required Actions

One commenter requests clarification as to whether the intent of the proposed AD is to require a check of the switch rigging even if the sealwire is found to be in place, or whether verification of the existence of the sealwire is sufficient for compliance with the AD. The commenter suggests that if only the latter action is required, the proposed AD could be clarified in this regard by specifying accomplishment of the inspection in paragraph (a) of the AD in accordance with Part I only of Fokker Service Bulletin F28/76-20, dated January 1, 1979. The FAA concurs with the commenter's request to clarify the actions required by the AD. The intent of the AD is to require the inspections in accordance with Part I only of the referenced service bulletin. Paragraph (a) of the final rule has been revised accordingly.

Request for Revision of Compliance Intervals

One commenter states that accomplishment of the inspections at compliance intervals of 3,000 flight hours is not effective, since 3,000 flight hours for this operator is approximately 18 months. The commenter suggests that selection of an appropriate inspection interval should be left to each operator, to be justified with its Principal Maintenance Inspector in accordance with its maintenance program. The commenter further suggests that the proposed AD could instead require the inspection to be performed at a regularly scheduled maintenance interval, such as an "A" check.

The FAA does not concur. The FAA normally selects compliance times to coincide with operators' normal maintenance schedules, whenever the

unsafe condition is not so urgent that a shorter compliance time is necessary. However, the FAA does not consider it appropriate to base compliance times on indefinite or nonspecific intervals such as "at the next A check." Since maintenance schedules vary from operator to operator, there can be no assurance that the action would be accomplished within the timeframe for safe operation of the aircraft.

In developing an appropriate compliance interval for the inspections required by this AD, the FAA considered the safety implications and operators' normal maintenance schedules for accomplishment of the repetitive inspections of the fireguard sealwire. In consideration of these factors, the FAA finds that the compliance time, as proposed, represents an appropriate and definitive interval in which the required inspections can be accomplished within the fleet and still maintain an adequate level of safety.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change described previously. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 49 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$2,940, or \$60 per airplane, per inspection cycle.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism

implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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. Section 39.13 is amended by adding the following new airworthiness directive:

98-17-08 Fokker Aircraft B.V.:

Amendment 39-10710. Docket 97-NM-287-AD.

Applicability: Model F.28 Mark 1000, F.28 Mark 2000, F.28 Mark 3000, and F.28 Mark 4000 series airplanes; all serial numbers; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent inadvertent closure of the fire shut-off valves due to ineffective or absent sealwires, which could result in in-flight engine shutdown, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform an inspection of the engine fire shut-off system to detect any discrepancy in the sealwire of the fireguards, in accordance with Part I of the Accomplishment Instructions of Fokker Service Bulletin F28/76-20, dated January 1, 1979. If any discrepancy is detected, prior to further flight, repair it in accordance with the service bulletin. Thereafter, repeat the inspection at intervals not to exceed 3,000 flight hours.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The actions shall be done in accordance with Fokker Service Bulletin F28/76-20, dated January 1, 1979. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Dutch airworthiness directive BLA No. 1979-007/2 (A), dated February 28, 1997.

(e) This amendment becomes effective on September 18, 1998.

Issued in Renton, Washington, on August 6, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-21654 Filed 8-13-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-248-AD; Amendment 39-10709; AD 98-17-07]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0070 and Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Fokker Model F28 Mark 0070 and Mark 0100 series airplanes, that requires inspection of the wing leading edge sections for the correct amount of bleed air exhaust holes, and corrective actions, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent malfunction of the wing leading edge thermal anti-ice system, which could result in reduced controllability of the airplane and/or reduced structural integrity of the wing due to overheating.

DATES: Effective September 18, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 18, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Services B.V., Technical Support Department, P. O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Fokker Model F28 Mark 0070 and Mark 0100 series

airplanes was published in the **Federal Register** on December 9, 1997 (62 FR 64775). That action proposed to require inspection of the wing leading edge sections for the correct amount of bleed air exhaust holes, and corrective actions, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposed rule.

Request To Revise Compliance Time for Follow-On Actions

One commenter supports the requirement for conducting the initial inspection within 60 days, as specified in the proposed AD, but strongly opposes the requirement to further inspect and accomplish leading edge repairs prior to further flight. The commenter notes that Fokker Service Bulletin SBF100-57-032, dated August 21, 1995, was issued over two years ago, and provides a recommended compliance time for accomplishment of these follow-on actions. The commenter states that, since the time to detect the discrepancy is extended an additional 60 days by the proposed AD, it is very improbable that any degradation that may be found will warrant permanent repair prior to further flight. The commenter suggests that, based on the severity of the damage that could be expected, a time scale should be developed correlating the time allowed to accomplish the additional inspections and repair work with the number of holes found missing. The commenter requests that the proposed AD be revised to allow 1,200 flight hours, as a minimum, for accomplishment of the follow-on actions; such a revision would enable the work to be accomplished during a scheduled maintenance period.

The FAA does not concur with the commenter's request. The FAA has determined that, should any missing holes or heat damage be detected during the initial inspection required by this AD, an unsafe condition exists that necessitates repairs prior to further flight in order to adequately address that condition. As a matter of law, in order to be airworthy, an airplane must conform to its type design and be in a condition for safe operation. Apart from the requirements of this AD, if such missing holes or heat damage of the wing leading edge were found on an airplane at any time, the airplane would be rendered unairworthy and, as such,