

requirements. This information collection (Form I-68) was previously approved for use by the Office of Management and Budget (OMB) under the OMB control number 1115-0065.

List of Subjects in 8 CFR Part 235

Administrative practice and procedure, Aliens, Immigration, Passports and visas.

Accordingly, the interim rule amending 8 CFR part 235 which was published at 62 FR 47749 on September 11, 1997, is adopted as a final rule with the following changes:

PART 235—INSPECTION OF PERSONS APPLYING FOR ADMISSION

1. The authority citation for part 235 continues to read as follows:

Authority: 8 U.S.C. 1101, 1103, 1182, 1183, 1201, 1224, 1225, 1226, 1227, 1228, 1252; 8 CFR part 2.

2. Section 235.1 is amended by:

- a. Revising the third sentence in paragraph (e) introductory text;
- b. Revising paragraph (e)(1)(v);
- c. Revising paragraph (e)(4); and by
- d. Revising paragraph (e)(5)(ii), to read as follows:

§ 235.1 Scope of examination.

(e) * * * Landed immigrants of Canada who do not share a common nationality with nationals of Canada, but who are nationals of a designated country listed in § 217.2(a) of this chapter (Visa Waiver Pilot Program) must be in possession of a valid, unexpired passport issued by his or her country of nationality, and an unexpired multiple entry Form I-94 or I-94W, Nonimmigrant Visa Waiver Arrival/Departure Form, and a valid unexpired United States visa (if the alien is not in possession of a valid unexpired Form I-94W). * * *

(1) * * *

(v) A landed immigrant of Canada who does not have a common nationality with nationals of Canada, but who is a national of a designated country listed in § 217.2(a) of this chapter (Visa Waiver Pilot Program) must also present his or her passport, a valid unexpired multiple entry Form I-94 or I-94W and valid, unexpired nonimmigrant visa if he or she is not in possession of a valid, unexpired multiple entry Form I-94W. Such a landed immigrant of Canada may apply for admission simultaneously with the I-68 application and thereby obtain a Form I-94 or I-94W.

(4) *Validity.* Form I-68 shall be valid for 1 year from the date of issuance, or until revoked or violated by the Service.

(5) * * *

(ii) Participants must be in possession of any authorization documents issued for participation in this program or another Service Alternative Inspections program (INSPASS or PORTPASS). Participants over the age of 15 years and who are not in possession of an INSPASS or PORTPASS enrollment card must also be in possession of a photographic identification document issued by a governmental agency. Participants who are landed immigrants of Canada and do not have a common nationality with nationals of Canada, but who are nationals of a designated country listed in § 217.2(a) of this chapter must also be in possession of proper documentation as described in paragraph (e) of this section.

* * * * *

Dated: June 30, 1999.

Doris Meissner,

Commissioner, Immigration and Naturalization Service.

[FR Doc. 99-17101 Filed 7-6-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-63-AD; Amendment 39-11218; AD 99-14-07]

RIN 2120-AA64

Airworthiness Directives; Dassault Model 2000, 900EX, and Mystere Falcon 900 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Dassault Model Falcon 2000 series airplanes; and certain Dassault Model 900EX, and Mystere Falcon 900 series airplanes, that requires repetitive operational tests of the flap asymmetry detection system to verify proper functioning, and repair, if necessary; repetitive replacement of the inboard flap jackscrews with new jackscrews; repetitive measurement of the screw/nut play to detect discrepancies; and corrective action, 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 jamming of the flap jackscrews, which could result in the inability to move the flaps or an asymmetric flap condition, and consequent reduced controllability of the airplane.

EFFECTIVE DATE: August 11, 1999.

ADDRESSES: Information pertaining to this amendment may be obtained from or examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington.

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 Dassault Model Falcon 2000 series airplanes; and certain Dassault Model 900EX, and Mystere Falcon 900 series airplanes was published in the **Federal Register** on May 3, 1999 (64 FR 23552). That action proposed to require repetitive operational tests of the flap asymmetry detection system to verify proper functioning, and repair, if necessary; repetitive replacement of the inboard flap jackscrews with new jackscrews; repetitive measurement of the screw/nut play to detect discrepancies; and corrective action, if necessary.

Explanation of Changes Made to This Final Rule

In the applicability paragraph of the proposed rule, the FAA inadvertently transposed the serial numbers for Falcon 900EX and Mystere Falcon 900 series airplanes. Therefore, the applicability paragraph of the final rule has been revised to read, "All Model Falcon 2000 series airplanes; Falcon 900EX series airplanes, serial numbers 04 and subsequent; and Mystere Falcon 900 series airplanes, serial numbers 161 and subsequent; certificated in any category."

For clarification purposes, the FAA also has revised "NOTE 2" of the final rule by changing all references to the "Airplane Flight Manual (AFM)" to correctly reference the "Airplane Maintenance Manual (AMM)."

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has

determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Interim Action

This is considered to be interim action. The manufacturer has advised that it currently is developing a modification that will positively address the unsafe condition addressed by this AD. Once this modification is developed, approved, and available, the FAA may consider additional rulemaking.

Cost Impact

The FAA estimates that 159 airplanes of U.S. registry will be affected by this AD. It will take approximately 1 work hour per airplane to accomplish the required operational test, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the operational test required by this AD on U.S. operators is estimated to be \$9,540, or \$60 per airplane, per test cycle.

It will take approximately 8 work hours per airplane to accomplish the required flap jackscrew replacement, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$21,200 per airplane. Based on these figures, the cost impact of the replacement required by this AD on U.S. operators is estimated to be \$3,447,120, or \$21,680 per airplane, per replacement cycle.

It will take approximately 8 work hours per airplane to accomplish the required measurement, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the measurement required by this AD on U.S. operators is estimated to be \$76,320, or \$480 per airplane, per measurement cycle.

The cost impact figures discussed above are 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, 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:

99-14-07 Dassault Aviation [Formerly Avions Marcel Dassault-Breguet Aviation (AMD/BA)]: Amendment 39-11218. Docket 99-NM-63-AD.

Applicability: All Model Falcon 2000 series airplanes; Falcon 900EX series airplanes, serial numbers 04 and subsequent; and Mystere Falcon 900 series airplanes, serial numbers 161 and subsequent; 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 (d) 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 jamming of the flap jackscrews, which could result in inability to move the

flaps or an asymmetric flap condition, and consequent reduced controllability of the airplane, accomplish the following:

Repetitive Operational Test

(a) Within 5 flight cycles after the effective date of this AD: Perform an operational test of the flap asymmetry detection system to ensure that the system is functioning correctly, in accordance with the procedures specified in Falcon 2000 Airplane Maintenance Manual (AMM) 27-502, dated November 1995; Falcon 900 AMM 27-502, dated January 1995; or Falcon 900EX AMM 27-502, dated September 1996, as applicable. Prior to further flight, repair any discrepancy detected in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (or its delegated agent). Repeat the operational test thereafter at intervals not to exceed 330 flight hours or 7 months, whichever occurs first.

Repetitive Replacement

(b) Prior to the accumulation of 1,000 total flight cycles on the inboard flap jackscrews, or within 25 flight cycles after the effective date of this AD, whichever occurs later: Replace the inboard flap jackscrews with new jackscrews in accordance with the procedures specified in Falcon 2000 AMM 27-510, dated November 1995; Falcon 900 AMM 27-521, dated December 1998; or Falcon 900EX AMM 27-510, dated September 1996, as applicable. Repeat the replacement thereafter at intervals not to exceed 1,000 flight cycles.

Repetitive Inspection

(c) Prior to the accumulation of 1,000 total flight cycles on the outboard and center flap jackscrews, or within 25 flight cycles after the effective date of this AD, whichever occurs later: Measure the screw/nut play of the outboard and center flap jackscrews to detect discrepancies, in accordance with the procedures specified in Falcon 2000 AMM, Temporary Revision (TR) 27-504, dated October 1998; Falcon 900 AMM, TR 27-514, dated February 1999; or Falcon 900EX AMM, TR 27-514, dated February 1999, as applicable.

Note 2: The AMM revisions required by paragraph (c) of this AD may be accomplished by inserting a copy of the TR's into the applicable AMM. When these TR's have been incorporated into the general revisions of the AMM, the general revisions may be inserted into the AMM, provided that the information contained in the general revisions is identical to that specified in the TR's.

(1) If the measurement is greater than 0.014 inch, prior to further flight, replace the discrepant flap jackscrew with a new jackscrew in accordance with the procedures specified in Falcon 2000 AMM 27-510, dated November 1995; Falcon 900 AMM 27-521, dated December 1998; or Falcon 900EX AMM 27-510, dated September 1996, as applicable. Repeat the inspection thereafter at intervals not to exceed 330 flight hours or 7 months, whichever occurs first.

(2) If the measurement is less than or equal to 0.014 inch, repeat the measurement

thereafter at intervals not to exceed 330 flight hours or 7 months, whichever occurs first.

Alternative Methods of Compliance

(d) 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. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 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.

Note 4: The subject of this AD is addressed in French airworthiness directives 1999-038-008(B), dated January 27, 1999 (for Falcon 2000 series airplanes); and 1999-082-024(B) dated February 24, 1999 (for Falcon 900 and Mystere Falcon 900EX series airplanes).

(f) This amendment becomes effective on August 11, 1999.

Issued in Renton, Washington, on June 29, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-17061 Filed 7-6-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-112-AD; Amendment 39-11215; AD 99-08-02 R1]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment corrects and clarifies an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that currently requires a one-time inspection to detect discrepancies of the center fuel tank wiring and components, and corrective action, if necessary; and a one-time electrical bonding test of the center fuel tank components, and rework, if necessary. For certain

airplanes, the existing AD also requires a one-time insulation resistance test and a one-time inspection to detect discrepancies of the wiring and components of the fuel quantity indication system (FQIS), and corrective actions, if necessary; replacement of certain FQIS probes with certain newer probes; a system adjustment and system operational test; and modification (installation of a flame arrestor) of the inlet line of the scavenge pump of the center fuel tank. This amendment corrects an inadvertent omission to reference a specific section of the appropriate service information, and clarifies certain other requirements. This amendment is prompted by a comment received subsequent to issuance of the existing final rule, requesting clarification of certain requirements of the existing AD. The actions specified in this AD are intended to prevent ignition sources and consequent fire/explosion in the center fuel tank.

DATES: Effective May 11, 1999.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of May 11, 1999 (64 FR 16625, April 6, 1999).

FOR FURTHER INFORMATION CONTACT:

Dionne Stanley, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2250; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: On March 29, 1999, the FAA issued AD 99-08-02, amendment 39-11106 (64 FR 16625, April 6, 1999), applicable to certain Boeing Model 747 series airplanes, to require a one-time visual inspection to detect discrepancies of the center fuel tank wiring and components, and corrective action, if necessary; and a one-time electrical bonding test of the center fuel tank components, and rework, if necessary. For certain airplanes, that AD also requires a one-time insulation resistance test and a one-time visual inspection to detect discrepancies of the wiring and components of the fuel quantity indication system (FQIS), and corrective actions, if necessary; replacement of certain FQIS probes with certain newer probes; a system adjustment and system operational test; and modification (installation of a flame arrestor) of the inlet line of the scavenge pump of the center fuel tank. That action was prompted by design review and testing results obtained in support of an

accident investigation. The actions required by that AD are intended to prevent ignition sources and consequent fire/explosion in the center fuel tank.

Actions Since Issuance of AD 99-08-02

Since the issuance of AD 99-08-02, the FAA has become aware of certain errors in Boeing Alert Service Bulletin 747-28A2208, dated May 14, 1998. That service bulletin is cited as the source of service information for paragraph (b) of that AD, which requires replacement of "series 3" (or earlier series) FQIS probes with new "series 4" (or subsequent series) probes. The term "probes," as used in the AD, applies generically to either "tank units" or "compensators." The intent of the requirement of AD 99-08-02 to replace "series 3" (or earlier series) FQIS probes is to purge the Boeing Model 747 fleet of those FQIS probes (both tank units and compensators) that utilize a knurled surface terminal block, which contribute to the chafing problem.

The Background and Reason sections of Alert Service Bulletin 747-28A2208 state that "series 3" or earlier FQIS tank units and compensators have a knurled surface. With respect to the tank units, Figure 5 of the Accomplishment Instructions of that alert service bulletin recommends replacement of "series 3" (or earlier) configurations with "series 4" (or later) configurations. However, with respect to the compensators, Figure 5 recommends removal of series 1, 2, 3, 4, 11, 12, 13, or 14 configurations of certain compensator part numbers and replacement with series 1, 5, 6, 15, or 16 of certain other compensator part numbers. Because of inconsistencies in Alert Service Bulletin 747-28A2208 that were included in AD 99-08-02, paragraph (b) of this AD has been revised to clarify that the replacement of FQIS probes (tank units and compensators) with new or serviceable components be accomplished in accordance with Figure 5 of the alert service bulletin.

Clarification of Inspection Types

In paragraphs (a) and (b) of this AD, the FAA has added a definition of the type of inspection required by those paragraphs.

Clarification of Note 2

Clarification of NOTE 2 of AD 99-08-02 may be helpful to operators required to comply with the paragraph (a) of AD 99-08-02. Actions performed in accordance with Boeing Service Bulletin 747-28-2205, dated June 27, 1997, accomplished prior to the effective date of this AD, are considered acceptable for compliance only with the corresponding