

(2) Remove from service any HPC drum rotor disk assembly rear drum found with a crack in any of the blade loading and locking slots.

(g) Replacement of 13th, 14th, and 15th HPC Seals

At the next piece-part exposure of the HPC drum rotor disk assembly after the effective date of this AD:

(1) Replace the 13th, 14th, and 15th stage HPC seals with redesigned HPC seals of engines listed in paragraph (c)(1) of this AD in accordance with paragraphs 1.A through 1.C of the Accomplishment Instructions of Pratt & Whitney Service Bulletin (SB) No. PW4ENG 72-816, Revision 1, dated June 12, 2012.

(2) Replace the 13th, 14th, and 15th stage HPC seals with redesigned HPC seals of engines listed in paragraph (c)(2) of this AD in accordance with paragraphs 1.A through 1.C of the Accomplishment Instructions of Pratt & Whitney SB No. PW4G-100-72-240, Revision 1, dated June 12, 2012.

(h) Optional Terminating Action

As optional terminating action to the repetitive inspection requirements of this AD:

(1) Replace the HPC drum rotor disk assembly of engines listed in paragraph (c)(1) of this AD with a redesigned HPC drum rotor disk assembly in accordance with the Accomplishment Instructions of Pratt & Whitney SB No. PW4ENG 72-817, dated December 7, 2011.

(2) Replace the HPC drum rotor disk assembly of engines listed in paragraph (c)(2) of this AD with a redesigned HPC drum rotor disk assembly in accordance with the Accomplishment Instructions of Pratt & Whitney SB No. PW4G-100-72-241, dated November 15, 2011.

(i) Definition

For the purpose of this AD, piece-part exposure means that the HPC drum rotor disk assembly is removed from the engine and completely disassembled.

(j) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. AMOCs approved previously in accordance with AD 2010-18-13, Amendment 39-16427 (75 FR 55459, September 13, 2010) are approved as AMOCs for the corresponding requirements in paragraph (f) of this AD.

(k) Related Information

For more information about this AD, contact James Gray, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7742; fax: 781-238-7199; email: james.e.gray@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on October 22, 2012.

(i) Pratt & Whitney Service Bulletin No. PW4G-100-72-240, Revision 1, dated June 12, 2012.

(ii) Pratt & Whitney Service Bulletin No. PW4G-100-72-241, dated November 15, 2011.

(iii) Pratt & Whitney Service Bulletin No. PW4ENG 72-816, Revision 1, dated June 12, 2012.

(iv) Pratt & Whitney Service Bulletin No. PW4ENG 72-817, dated December 7, 2011.

(4) The following service information was approved for IBR on October 18, 2010 (75 FR 55459, September 13, 2010).

(i) Pratt & Whitney Service Bulletin No. PW4G-100-72-186, Revision 1, dated September 2, 2004.

(ii) Pratt & Whitney Service Bulletin No. PW4G-112-72-264, Revision 2, dated February 23, 2010.

(iii) Pratt & Whitney Service Bulletin No. PW4ENG 72-796, dated June 11, 2009.

(5) For Pratt & Whitney service information identified in this AD, contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; phone: 860-565-7700; fax: 860-565-1605.

(6) You may view this service information at FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(7) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on September 4, 2012.

Colleen M. D'Alessandro,

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

[FR Doc. 2012-22534 Filed 9-14-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-1407; Aerospace Docket No. 11-AGL-25]

RIN 2120-AA66

Modification of Area Navigation (RNAV) Route Q-62; Northeast United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies area navigation (RNAV) route Q-62 by extending it further west and

incorporating two additional navigation fixes. The route extension links two RNAV Standard Terminal Arrival Routes (STARs) serving the Chicago O'Hare International Airport, IL, terminal area with the high altitude route. The FAA is taking this action to increase National Airspace System (NAS) efficiency and enhance flight safety as aircraft transition from the en route airway structure to the terminal area airspace phase of flight.

DATES: Effective date 0901 UTC, November 15, 2012. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On Monday, February 6, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify RNAV route Q-62 in Northeast United States by extending it further west (77 FR 5733). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on this proposal to the FAA. No comments were received.

The Rule

The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71 by extending high altitude RNAV route Q-62 to the west to include the WATSN and DAIFE fixes. This action links the WATSN and HALIE RNAV STARs serving Chicago O'Hare International Airport, IL, with the high altitude route and establishes a seamless transition for westbound air traffic from the New York metropolitan area into the Chicago O'Hare International Airport, IL, terminal area. Additionally, this action reduces ATC system complexity, air traffic controller and pilot workload, voice communication requirements, and aircraft fuel consumption. It also expands the use of RNAV within the NAS.

High altitude RNAV routes are published in paragraph 2006 of FAA Order 7400.9W dated August 8, 2012, and effective September 15, 2012, which is incorporated by reference in 14 CFR 71.1. The RNAV route listed in this document will be subsequently published in the Order.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs,

describes in more detail the scope of the agency’s authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies the route structure of RNAV routes as required to preserve the safe and efficient flow of air traffic.

Environmental Review

The FAA has determined that this action is categorically excluded from further environmental documentation according to FAA Order 1050.1E, paragraphs 311a, 311b, and 311i. The implementation of this action will not result in any extraordinary circumstances in accordance with paragraph 304 of Order 1050.1E.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

- 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

- 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.9W, Airspace Designations and Reporting Points, Dated August 8, 2012, and effective September 15, 2012, is amended as follows:

Paragraph 2006—United States Area Navigation Routes

* * * * *

Q-62 WATSN, IN to SARAA, PA [Amended]

WATSN, IN	FIX	(Lat. 41°17′00″ N., long. 86°02′07″ W.)
DAIFE, IN	WP	(Lat. 41°16′08″ N., long. 85°51′19″ W.)
NOLNN, OH	WP	(Lat. 41°14′04″ N., long. 84°38′12″ W.)
WEEVR, OH	WP	(Lat. 41°13′21″ N., long. 84°13′04″ W.)
PSKUR, OH	WP	(Lat. 41°09′16″ N., long. 82°42′57″ W.)
FAALS, OH	WP	(Lat. 41°02′51″ N., long. 80°52′40″ W.)
ALEEE, OH	WP	(Lat. 41°00′28″ N., long. 80°31′54″ W.)
QUARM, PA	WP	(Lat. 40°49′45″ N., long. 79°04′39″ W.)
BURNI, PA	FIX	(Lat. 40°39′25″ N., long. 77°48′14″ W.)
MCMAN, PA	FIX	(Lat. 40°38′16″ N., long. 77°34′14″ W.)
VALLO, PA	FIX	(Lat. 40°37′37″ N., long. 77°26′18″ W.)
RAVINE, PA (RAV)	VORTAC	(Lat. 40°33′12″ N., long. 76°35′58″ W.)
SUZIE, PA	FIX	(Lat. 40°27′12″ N., long. 75°58′22″ W.)
SARAA, PA	FIX	(Lat. 40°26′22″ N., long. 75°53′16″ W.)

Issued in Washington, DC, on September 11, 2012.

Gary A. Norek,

Manager, Airspace Policy and ATC Procedures Group.

[FR Doc. 2012-22802 Filed 9-14-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF STATE

[Public Notice: 8026]

22 CFR Parts 22 and 42

RIN 1400-AD06

Schedule of Fees for Consular Services, Department of State and Overseas Embassies and Consulates

AGENCY: Bureau of Consular Affairs, Department of State.

ACTION: Final rule.

SUMMARY: This rulemaking addresses public comments regarding an Interim Final Rule that makes changes to the Schedule of Fees for Consular Services (Schedule) for a number of different visa fees. The Department of State adopts the rule as final, without change.

DATES: Effective September 17, 2012.

FOR FURTHER INFORMATION CONTACT: Special Assistant, Office of the Comptroller, Bureau of Consular Affairs, Department of State; phone: 202-663-1576, telefax: 202-663-2526; email: fees@state.gov.

SUPPLEMENTARY INFORMATION: For the complete explanation of the background of this rule, including the rationale for the change, the authority of the Department of State ("Department") to make the fee changes in question, and an explanation of the study that produced the fee amounts, consult the prior public notices: 77 FR 18907 (March 29, 2012); 77 FR 20294 (April 4, 2012); and 75 FR 14111 (March 24, 2010).

Background

The Department published an interim final rule in the **Federal Register** (77 FR 18907, March 29, 2012) amending 22 CFR parts 22 and 42. Specifically, the rule made changes to the Schedule of Fees for Consular Services for visa fees and provided 60 days for comments from the public. During the comment period 18 comments were received, either by email or through the submission process at www.regulations.gov. The Department analyzed these 18 comments and reproduces that analysis in the Analysis of Comments section below.

This rule finalizes the following fees for the categories below, as determined

by the Cost of Service Model (CoSM), which took effect on April 13, 2012.

- Non-Petition based Nonimmigrant Visa Application (except E category): from \$140 to \$160
- H, L, O, P, Q and R visa categories: from \$150 to \$190
- E visa category: from \$390 to \$270
- K visa category: from \$350 to \$240
- BCC Adult: from \$140 to \$160
- BCC Minor: from \$14 to \$15
- Family-Based Immigrant visa: from \$330 to \$230
- Employment-Based Immigrant visa: from \$720 to \$405
- Other Immigrant visas (including I-360 self-petitioners and special immigrant visas): from \$305 to \$220
- Diversity Visa Lottery Fee (per person applying as a result of the lottery program): from \$440 to \$330
- Determining Returning Resident Status: from \$380 to \$275
- Transportation Letters for Lawful Permanent Residents of the United States: from \$165 to \$0

Analysis of Comments

The interim rule was published for public comment on March 29, 2012. During this period, the Department received 18 comments/questions. The following analysis addresses these 18 comments.

Four comments were questions regarding when the fee changes took effect. To answer: applicants paid the fee amount that was effective on the date they paid the fee. Receipts for fees paid under the prior fee schedule were accepted for 90 days following the effective fee change (i.e., July 12, 2012). In short, if a fee was paid on or before April 12, 2012 the receipt for the prior fee was valid until July 12, 2012. If a fee was paid April 13, 2012 or later, an applicant paid the new fee.

Four comments criticized the increase of the nonimmigrant visa application processing fee, arguing that the increase would make it more difficult for visitors to bring their families to the United States to visit. Although the Department understands the financial difficulties that may result from a fee increase, the Department must recover the cost of providing those services and sets the fees for those services accordingly, including nonimmigrant visa application processing fees.

Seven comments from H-2 employers opposed the H visa fee increase from \$150 to \$190. Those comments stated that the fee increase would be an added tax burden and competitive disadvantage for U.S. domestic food producers who compete in a global marketplace. The comments also stated that increasing the cost of the H-2 visa

to fund expanded adjudication capacity and physical infrastructure improvements at consulates in China and Brazil was unfair because very few H-2 workers come from either of these countries. In addition, the comments questioned whether the H-2 fee increase would lead to any improvements in the H-2 program, particularly in Mexico where most employers hire their H-2 workers.

The Department is adjusting the processing fee for H-category visas from \$150 to \$190 because processing an H visa application requires a review of extensive documentation and a more in-depth interview of the applicant than for other categories of nonimmigrant visas. Because the fees are set based on cost, a more time-consuming process necessarily will result in a higher fee. Although some of the comments expressed the belief that adjudicating H category visas should require simpler processing for repeat applicants, the Cost of Service Model (CoSM) showed that H visas require more time and resources to process than others. The Department determined it would be fairer to charge a higher fee for those visa categories requiring more complex processing (H, L, O, P, Q, R, E, and K), rather than spreading those additional costs out across all other visa categories. In addition, the fees established by this rule are based on unit costs, which represent the global average costs for each service as a whole. The most recent CoSM, the activity-based costing model the Department used to determine the new processing fees, improved substantially upon prior cost of service models by identifying unit costs not just for nonimmigrant visas as a whole, but for specific visa classes that involved more work to process. The CoSM did not, however, distinguish between subcategories of visas within a single category, such as an H-1B versus an H-2. Instead, the cost model averaged together the cost of processing all subcategories within a particular category of visa, which the Department used to calculate a single processing fee for that visa category. Although the time to process individual visa applications will vary from application to application, the fee is set based on the average cost to process a visa application from that visa category.

The costs for worldwide physical upgrades and personnel increases, including in China and Brazil, were spread out across all nonimmigrant visa categories in order to keep the impact minimal. In addition to the upgrades to the Department's facilities in China and Brazil, the Department opened a new consulate facility in Tijuana in 2010 and