

regardless of the means of transport. An arriving alien remains such even if paroled pursuant to section 212(d)(5) of the Act, except that an alien who was paroled before April 1, 1997, or an alien who was granted advance parole which the alien applied for and obtained in the United States prior to the alien's departure from and return to the United States, shall not be considered an arriving alien for purposes of section 235(b)(1)(A)(i) of the Act.

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Dated: February 13, 1998.

Doris Meissner,

Commissioner of the Immigration and Naturalization Service.

[FR Doc. 98-10354 Filed 4-17-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-42-AD; Amendment 39-10476; AD 98-08-27]

RIN 2120-AA64

Airworthiness Directives; SOCATA—Groupe AEROSPATIALE Model TBM 700 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain SOCATA—Groupe AEROSPATIALE (Socata) Model TBM 700 airplanes. This AD requires modifying the airplane's left-hand (LH) front side lower panel. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by this AD are intended to prevent interference between the side trim of the LH front side lower panel and the roll control compass on the LH wheel assembly, which could result in loss of directional control of the airplane.

DATES: Effective May 31, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 31, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from SOCATA—Groupe AEROSPATIALE, Support Client/Custom Support, Aerodrome Tarbes-Ossun-Lourdes, B P 930, F65009 Tarbes Cedex, France; telephone: (33) 62.41.73.00; facsimile:

(33) 62.41.76.54, or the Product Support Manager, SOCATA-Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 964-6877; facsimile: (954) 964-1668. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-42-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut Street, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Socata Model TBM 700 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on February 5, 1998 (63 FR 5898). The NPRM proposed to require modifying the airplane's left-hand (LH) front side lower panel. Accomplishment of the proposed action as specified in the NPRM would be in accordance with SOCATA Service Bulletin No. SB 70-061-25, dated June, 1995.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 40 airplanes in the U.S. registry will be affected by this AD, that it will take approximately

4 workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$15 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$10,200 or \$255 per airplane.

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 copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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 a new airworthiness directive (AD) to read as follows:

98-08-27 Socata—Groupe Aerospatiale:
Amendment 39-10476; Docket No. 97-CE-42-AD.

Applicability: Model TBM 700 airplanes, serial numbers 24, 26, 27, 29 through 32, 34,

36 through 106, and all serial numbers equipped with modification MOD 70-019-25 or Supplemental Type Certificate (STC) SA2786CE, 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 within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent interference between the side trim of the left-hand (LH) side lower panel and the roll control compass on the LH wheel assembly, which could result in loss of directional control of the airplane, accomplish the following:

(a) Modify the LH front side lower panel in accordance with part "B. MODIFICATION" of the ACCOMPLISHMENT INSTRUCTIONS section of SOCATA Service Bulletin No. SB 70-061-25, dated June, 1995.

(b) The instructions in this AD take precedence over part "A. CHECK: DURING EACH PREFLIGHT INSPECTION" of the ACCOMPLISHMENT INSTRUCTIONS section in SOCATA Service Bulletin No. SB 70-061-25, dated June, 1995.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) Questions or technical information related to SOCATA Service Bulletin No. SB 70-061-25, dated June, 1995, should be directed to SOCATA—Groupe AEROSPATIALE, Support Client/Customer Support, Aerodrome Tarbes-Ossun-Lourdes, B P 930, F65009 Tarbes Cedex, France; telephone: (33) 62.41.73.00; facsimile: (33) 62.41.76.54, or the Product Support Manager, SOCATA—Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road,

Pembroke Pines, Florida 33023; telephone: (954) 964-6877; facsimile: (954) 964-1668. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(f) The modification required by this AD shall be done in accordance with SOCATA Service Bulletin No. SB 70-061-25, dated June, 1995. 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 SOCATA—Groupe AEROSPATIALE, Support Client/Customer Support, Aerodrome Tarbes-Ossun-Lourdes, B P 930, F65009 Tarbes Cedex, France, or the Product Support Manager, SOCATA—Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(g) This amendment becomes effective on May 31, 1998.

Issued in Kansas City, Missouri, on April 9, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-10180 Filed 4-17-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-108-AD; Amendment 39-10478; AD 98-08-29]

RIN 2120-AA64

Airworthiness Directives; Alexander Schleicher Segelflugzeugbau Model ASK 21 Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Alexander Schleicher Segelflugzeugbau (Alexander Schleicher) Model ASK 21 sailplanes. This AD requires removing certain pages from the sailplane flight manual and replacing these pages with new pages having different information regarding spin and stall recovery. This action is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by this AD are intended to prevent operators from using inaccurate stall and spin recovery information

provided in the sailplane flight manual (SFM), which could result in the inability to recover from a spin or stall during flight.

DATES: Effective May 18, 1998.

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

ADDRESSES: Service information that applies to this AD may be obtained from Alexander Schleicher, Segelflugzeugbau, 6416 Poppenhausen, Wasserkuppe, Federal Republic of Germany; telephone: 49.6658.890 or 49.6658.8920; facsimile: 49.6658.8923 or 49.6658.8940. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-108-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. J. Mike Kiesov, Project Officer, Sailplanes/Gliders, FAA, Small Airplane Directorate, Aircraft Certification Service, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Alexander Schleicher Model ASK 21 sailplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on February 5, 1998 (63 FR 5904). The NPRM proposed to require removing certain pages from the sailplane flight manual and replacing these pages with new pages having different information regarding spin and stall recovery. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Alexander Schleicher ASK 21 Technical Note No. 23, dated January 29, 1991.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.