

1996, that amended its regulations on the distance learning and telemedicine grant program that provides grants for distance learning and telemedicine projects benefiting rural areas.

Need for Correction

As published, the final regulation contains errors which may prove to be misleading and are in need of clarification.

Correction of Publication

Accordingly, the publication on June 27, 1996 of the final regulation is corrected as follows:

§ 1703.107 [Corrected]

1. On page 33629, in the third column, in § 1703.107, remove between paragraphs (a)(2) and (a)(3).

§ 1703.117 [Corrected]

2. On page 33634, in the second column, in § 1703.117, in paragraph (e)(8), under "Example Calculation", Steps (3), (4) and (5) are corrected to read as follows:

* * * * *

(e) * * *

(8) * * *

Example Calculation. * * *

Step (3) Greenbriar County, ERS Rural-Urban Continuum Scale category 6=35 points;

Lewis County, ERS Rural-Urban Continuum Scale category 7=40 points;

Fayette County, ERS Rural-Urban Continuum Scale category 5=20 points.

Step (4) Midway site-35 points×33%=11.6 points.

Lewistown site-40 points×33%=13.2 points.

Rocky Creek site-20 points×33%=6.6 points.

Step (5) 11.6+13.2+6.6=31.4 total weighted average score.

* * * * *

§ 1703.118 [Corrected]

3. On page 33635, second column, in § 1703.118, in paragraph (a)(3), second to the last line, correct "§ 1703.107(h)" to read "§ 1703.107(e)".

Robert Peters,

Acting Administrator.

[FR Doc. 96-18402 Filed 7-19-96; 8:45 am]

BILLING CODE 3410-15-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Chapter III

[Docket No. 28636]

CFR Chapter Name Change

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comment.

SUMMARY: This document renames the chapter heading of Chapter III, Title 14, Code of Federal Regulations. The office of the Associate Administrator for Commercial Space Transportation, Department of Transportation became part of the Federal Aviation Administration on November 15, 1995. As published, Chapter III of 14 Code of Federal Regulations does not describe commercial space activities as being part of the Federal Aviation Administration. It is therefore necessary to rename the chapter heading to reflect that administrative change.

DATES: This final rule is effective July 22, 1996. Comments on the final rule must be received by August 21, 1996.

ADDRESSES: Comments on this final rule should be mailed, in triplicate, to Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-200), Docket No. 28636, 800 Independence Avenue, SW., Washington, DC 20591. Comments delivered must be marked Docket No. 28636. Comments may be examined in room 915G weekdays between 8:30 a.m. and 5 p.m., except on Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Laura Montgomery of the Office of the Chief Counsel, Federal Aviation Administration, U.S. Department of Transportation, 400 7th Street, SW., Room 10424, Washington, DC 20590. Telephone number: (202) 366-9305.

SUPPLEMENTARY INFORMATION:

Effective November 15, 1995, the Commercial Space Transportation organization was transferred from the Office of the Secretary to the Federal Aviation Administration, where it now operates as the FAA's seventh line of business. *Transfer of Delegations*, 60 FR 62762 (Dec. 7, 1995). With the redelegation of authority, the Director of the Office of Commercial Space Transportation became the FAA's Associate Administrator for Commercial Space Transportation. Accordingly, the heading of Chapter III of 14 Code of Federal Regulations is changed to reflect that the implementing regulations for commercial space transportation are now administered through the FAA.

In consideration of the foregoing, and under the authority of 49 U.S.C. 70101 through 70119 and 49 CFR 1.45, the Federal Aviation Administration revises the heading of Chapter III, 14 Code of Federal Regulations to read as follows:

CHAPTER III—COMMERCIAL SPACE TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION (PARTS 400 TO 499)

Issued in Washington, DC, on July 17, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations, Federal Aviation Administration.

[FR Doc. 96-18531 Filed 7-19-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 95-ANE-26; Amendment 39-9693; AD 96-15-02]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney Wasp Series and R-1340 Series (Military) Reciprocating Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Pratt & Whitney Wasp series and R-1340 series (military) reciprocating engines. This action requires initial and repetitive visual and dye penetrant inspections of the crankshaft counterweights for cracks, and replacement of cracked crankshaft counterweights with improved crankshaft counterweights. This amendment is prompted by reports of crankshaft counterweight cracking. The actions specified in this AD are intended to prevent engine failure due to crankshaft counterweight failure, which could result in damage to or loss of the aircraft.

DATES: Effective August 12, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 12, 1996.

Comments for inclusion in the Rules Docket must be received on or before September 20, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-26, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be submitted to the Rules Docket by using the following Internet address: "epd-adcomments@mail.hq.faa.gov". All comments must contain the Docket No. in the subject line of the comment.

The service information referenced in this AD may be obtained from Air Tractor, Inc., Olney Municipal Airport, Olney, TX 76374; telephone (817) 564-5616, fax (817) 564-2348. This

information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Richard D. Karanian, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137-4298; telephone (817) 222-5195, fax (817) 222-5959.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received reports of counterweight cracking on Air Tractor, Inc., Part Number (P/N) 90114 Parts Manufacturer Approval (PMA) replacement crankshafts installed on Pratt & Whitney (PW) Wasp series and R-1340 series (military) reciprocating engines. Cracks have been found in three rear counterweights, P/N 90134, immediately adjacent to the 4½ order flyweight, or dynamic counterweight. In two cases, the cracks were observed during overhaul inspections after a normal runout; in one case, Air Tractor, Inc. has advised the FAA that a counterweight crack may have caused or contributed to an engine failure during agricultural spraying operations in Argentina. This condition, if not corrected, could result in engine failure due to crankshaft counterweight failure, which could result in damage to or loss of the aircraft.

The manufacturer advised the FAA of the crankshaft counterweight failure in Argentina and the possible connection between this failure and a crack found in a second crankshaft counterweight with 900 hours in agricultural service in the United States. Air Tractor, Inc. released an initial Service Letter (SL), Snow Engineering Co. SL No. 134, dated November 29, 1994, advising all owners of Air Tractor, Inc. PMA crankshafts to perform within the next 10 hours time in service (TIS) a visual and dye penetrant inspection of the crankshaft counterweights to detect cracking. This SL detailed an inspection procedure which required the removal of one cylinder to gain access to the crankshaft. Air Tractor, Inc. demonstrated this inspection procedure to the FAA on November 28, 1994.

In January and February 1995, Air Tractor, Inc. performed an engine test at their facility to demonstrate a reasonable interval for engine operation between inspections. The test consisted of cutting through the counterweight at the location where cracks were initially found and running the engine at a series

of loads simulating actual flight loads for 202.5 hours (recording tachometer) without failure. This test was run using an FAA-approved test procedure with FAA oversight.

Based on this experience, Air Tractor, Inc. has issued Snow Engineering Co. SL No. 135, dated February 1, 1995, that supersedes the inspection requirements of Snow Engineering Co. SL No. 134; however, the rework procedure described in Snow Engineering Co. SL No. 134 remains in effect for the purpose of this AD. The FAA has reviewed and approved the technical contents of Snow Engineering Co. SL No. 135, dated February 1, 1995, that describes procedures for an initial inspection of crankshaft counterweights prior to 300 hours TIS, with repetitive inspections every 150 hours TIS. Snow Engineering Co. SL No. 134 describes replacement of crankshaft counterweights, P/N 90133 and 90134, with redesigned FAA-PMA crankshaft counterweights, P/N 90133-1 and 90134-1 at the next overhaul or if a crack is found during an inspection. Air Tractor, Inc. has advised the FAA that it will replace crankshaft counterweights in accordance with Snow Engineering Co. SL No. 134, dated November 29, 1994, on all crankshafts delivered to their facility under warranty, free of charge.

Air Tractor, Inc. has advised the FAA that crankshafts manufactured and shipped after November 18, 1994, incorporate the FAA-approved redesigned crankshaft counterweights, P/N 90133-1 and 90134-1, and are not subject to inspections. Only Air Tractor, Inc. crankshaft counterweights, P/N 90133-1 and 90134-1, are eligible for installation in accordance with the rework procedures described in Snow Engineering Co. SL No. 134. No other parts are currently approved for installation in compliance with this AD.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent engine failure due to crankshaft counterweight failure, which could result in damage to or loss of the aircraft. This AD requires initial and repetitive visual and dye penetrant inspections of the crankshaft counterweights for cracks, and replacement of crankshaft counterweights with improved crankshaft counterweights if a crack is found during inspection, at the next overhaul, or at the next crankshaft removal, whichever occurs first. The actions are required to be accomplished in accordance with the SL described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-ANE-26." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to

correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-15-02 Pratt & Whitney: Amendment 39-9693. Docket 95-ANE-26.

Applicability: Pratt & Whitney (PW) Wasp Models S1H1 and S3H1, and Model R-1340-AN-1 (military) reciprocating engines, incorporating Air Tractor, Inc. Parts Manufacturer Approval (PMA) crankshafts, Part Number (P/N) 90114. These engines are installed on but not limited to the following aircraft: Ag Cat Corporation (formerly Schweizer Aircraft Corporation) Models G-164A, G-164B, and G-164C; Air Tractor, Inc. Models AT-301 and AT-401; Ayres Corporation Models 600 S-2C, 600 S2D, S-2R, S2R-R1340; EMAIR Model MA-1; North American Aviation, Inc. Models BC-1A, AT-6, AT-6A, AT-6B, AT-6C, AT-6D, AT-6F, and T-6G; and Transland Model Ag-2.

Note: This airworthiness directive (AD) applies to each engine 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 engines 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 (h) 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 engine failure due to crankshaft counterweight failure, which could result in damage to or loss of the aircraft, accomplish the following:

(a) For crankshafts with 290 or more hours time in service (TIS) on the effective date of this AD, perform an initial visual and dye penetrant inspection of the crankshaft counterweights for cracks within 10 hours TIS after the effective date of this AD in accordance with Snow Engineering Co. Service Letter (SL) No. 135, dated February 1, 1995. If cracks are found, prior to further flight, remove from service and rework the crankshaft by replacing cracked counterweights in accordance with the rework procedures described in Snow Engineering Co. SL No. 134, dated November 29, 1994, or replace with a serviceable part.

(b) For crankshafts with less than 290 hours TIS on the effective date of this AD, perform an initial visual and dye penetrant inspection of the crankshaft counterweights for cracks prior to accumulating 300 hours total TIS on the crankshaft, in accordance with Snow Engineering Co. SL No. 135, dated February 1, 1995. If cracks are found, prior to further flight, remove from service and rework the crankshaft by replacing cracked counterweights in accordance with the rework procedures described in Snow Engineering Co. SL No. 134, dated November 29, 1994, or replace with a serviceable part.

(c) For crankshafts that have not been reworked in accordance with the rework procedures described in Snow Engineering Co. SL No. 134, dated November 29, 1994, perform repetitive visual and dye penetrant inspections of the crankshaft counterweights for cracks, at intervals not to exceed 150 hours TIS since last inspection, in accordance with Snow Engineering Co. SL No. 135, dated February 1, 1995. If cracks are found, prior to further flight remove from service and rework the crankshaft by replacing cracked counterweights in accordance with the rework procedures described in Snow Engineering Co. SL No. 134, dated November 29, 1994, or replace with a serviceable part.

(d) If a cylinder assembly is removed for any reason, perform a visual and dye penetrant inspection of the crankshaft counterweights for cracks in accordance with Snow Engineering Co. SL No. 135, dated February 1, 1995. If cracks are found, prior to further flight, remove from service and rework the crankshaft by replacing cracked counterweights in accordance with the rework procedures described in Snow Engineering Co. SL No. 134, dated November 29, 1994, or replace with a serviceable part. Count the 150 hours TIS interval for the repetitive inspections in accordance with paragraph (c) of this AD at cylinder assembly removal.

(e) At the next overhaul after the effective date of this AD, or at the next crankshaft removal, whichever occurs first, remove from

service and replace crankshaft counterweights in accordance with the rework procedures described in Snow Engineering Co. SL No. 134, dated November 29, 1994. Incorporation of the improved crankshaft counterweights, Air Tractor, Inc. P/N 90133-1 and 90134-1, constitutes terminating action to the repetitive inspections required by paragraph (c) of this AD.

(f) No action is required for reworked and new manufactured crankshafts incorporating improved crankshaft counterweights, Air Tractor, Inc. P/N 90133-1 and 90134-1, which are indelibly marked on the counterweight front and rear surfaces.

(g) No action is required for other FAA-approved crankshafts besides those manufactured by Air Tractor, Inc. However, intermixing of Air Tractor, Inc. and other crankshaft assembly parts other than PW crankshaft assembly parts is prohibited.

Note: Air Tractor, Inc. Top Drawing No. 90U4 permits use of PW components, and virtually all Air Tractor, Inc. crankshafts have some PW parts installed.

(h) 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, Special Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Special Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Special Certification Office.

(i) 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 aircraft to a location where the inspections can be accomplished.

(j) The actions required by this AD shall be done in accordance with the following service documents:

Document No.	Pages	Date
Snow Engineering Co., SL No. 134. Total pages: 5	1-5	November 29, 1994.
Snow Engineering Co., SL No. 135. Total pages: 4	1-4	February 1, 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 Air Tractor, Inc., Olney Municipal Airport, Olney, TX 76374; telephone (817) 564-5616, fax (817) 564-2348. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on August 12, 1996.

Issued in Burlington, Massachusetts, on July 12, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

[FR Doc. 96-18395 Filed 7-19-96; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 102

[T.D. 96-56]

Rules of Origin for Textile and Apparel Products

AGENCY: U.S. Customs Service,
Department of the Treasury.

ACTION: Final rule.

SUMMARY: This document sets forth technical corrections to the Customs Regulations which govern the determination of the country of origin of textile and apparel products for purposes of laws enforced by Customs. The changes involve an updating of certain tariff subheading references and the correction of an error in the text of one tariff shift rule.

EFFECTIVE DATE: July 22, 1996.

FOR FURTHER INFORMATION CONTACT: Phil Robins, Office of Regulations and Rulings (202-482-7029).

SUPPLEMENTARY INFORMATION:

Background

On September 5, 1995, Customs published T.D. 95-69 in the Federal Register (60 FR 46188) containing final amendments to the Customs Regulations to set forth standards governing the determination of the country of origin of textile and apparel products for purposes of laws enforced by Customs. The regulatory amendments primarily implemented the provisions of section 334 of the Uruguay Round Agreements Act (Public Law 103-465, 108 Stat. 4809) and included a new § 102.21 (19 CFR 102.21) which covers the majority of the section 334 provisions and applies to goods entered, or withdrawn from warehouse, for consumption on or after July 1, 1996.

Section 102.21(b)(5) defines a "textile or apparel product" as a good classifiable in specified chapters, headings or subheadings of the Harmonized Tariff Schedule of the United States (HTSUS). Section 102.21(c) sets forth the general rules for determining the country of origin of a textile or apparel product and, in paragraph (c)(2), allows for the

determination of the country of origin of a good on the basis of a tariff classification change and/or other requirement specified for the good in paragraph (e). Paragraph (e) of § 102.21 incorporates a table consisting of a list of HTSUS headings and subheadings together with corresponding specified tariff shift and/or other requirements.

The HTSUS references in the § 102.21 texts were based on the 1995 version of the HTSUS. However, the 1996 version of the HTSUS incorporates a number of subheading number changes as a result of amendments made to the international Harmonized System, one of which involved the redesignation of subheading 7019.10 as subheading 7019.19 and another of which involved the replacement of subheading 7019.20 by new subheadings 7019.40-7019.59. Accordingly, this document makes the following changes within the § 102.21 texts to conform them to the 1996 HTSUS: (1) in the list of HTSUS headings and subheadings in paragraph (b)(5), "7019.10.15" is changed to read "7019.19.15" and "7019.10.28" is changed to read "7019.19.28" and "7019.20" is changed to read "7019.40-59"; (2) in the table under paragraph (e), in the "HTSUS" column, "7019.10.15" is changed to read "7019.19.15" and "7019.10.28" is changed to read "7019.19.28" and "7019.20" is changed to read "7019.40-7019.59", and in the corresponding specific rules in the "Tariff shift and/or other requirements" column, each reference to "7019.10.15" is changed to read "7019.19.15" and each reference to "7019.10.28" is changed to read "7019.19.28" and the reference to "7019.20" is changed to read "7019.40 through 7019.59"; and (3) also in the "Tariff shift and/or other requirements" column in the table under paragraph (e), in the second tariff shift rule for newly designated subheadings 7019.19.15 and 7019.19.28, the exception clause is changed to read "except from subheading 7019.19.30 through 7019.19.90, 7019.31.00 through 7019.39.50, and 7019.90".

In addition, it is noted that in the table under paragraph (e) of § 102.21, the tariff shift rule for newly designated subheadings 7019.40-7019.59 (which cover woven fabrics of rovings and other woven fabrics) specifies a change from any other "heading" and includes a proviso that the change must be the result of a fabric-making process. It is further noted that heading 7019 (which covers glass fibers and articles thereof) includes subheadings for glass fiber rovings (subheading 7019.12.00) and yarns (subheadings 7019.19.05-7019.19.28) which are the products from which the fabrics of subheadings

7019.40-7019.59 are made and without which those fabrics could not exist. Therefore, by specifying a change from any other "heading" (that is, any heading other than heading 7019) rather than a change from any other "subheading" (so as to allow a change from subheadings 7019.12.00 and 7019.19.05-7019.19.28), the tariff shift rule for subheadings 7019.40-7019.59 has no substantive utility because the rule disallows the very tariff shifts that would be involved in producing the goods covered by those subheadings. Accordingly, this document amends the tariff shift rule for subheadings 7019.40-7019.59 to refer to a change from any other "subheading" in order to correct this obvious drafting error.

Executive Order 12866, Regulatory Flexibility Act, and Inapplicability of Notice and Delayed Effective Date Requirements

This document does not meet the criteria for a "significant regulatory action" as specified in Executive Order 12866. In addition, pursuant to the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), it is certified that the amendments will not have a significant economic impact on a substantial number of small entities because the amendments either merely conform the regulations to existing statutory provisions or correct an obvious error. For the same reasons and in view of the July 1, 1996, effective date of the regulatory provisions to which these amendments relate, it is determined pursuant to the provisions of 5 U.S.C. 553(b)(B) that notice and public procedures thereon are unnecessary and contrary to the public interest, and it is determined pursuant to the provisions of 5 U.S.C. 553(d)(3) that good cause exists for dispensing with a delayed effective date.

Drafting Information

The principal author of this document was Francis W. Foote, Office of Regulations and Rulings, U.S. Customs Service. However, personnel from other offices participated in its development.

List of Subjects in 19 CFR Part 102

Customs duties and inspections, Imports, Reporting and recordkeeping requirements, Rules of origin, Trade agreements.

Amendments to the Regulations

Accordingly, for the reasons stated above, Part 102, Customs Regulations (19 CFR Part 102), is amended as set forth below.