

much pork as it exported. Even if Spain were able to redirect all of its exports of pork to the United States, it would constitute a small portion of the domestic market, as U.S. pork production was 8 million metric tons in 1994.

Since 1985, the United States has expanded its pork exports by more than four times to reach 240,858 metric tons in 1994. Simultaneously, the United States has decreased its pork imports, as exemplified by a decrease of approximately 34 percent in 1994, and the trend is continuing. In an average year, up to 90 percent of pork imported into the United States comes from Canada and Denmark.

Domestic pork producers most likely to be affected by this rule are a small number of domestic producers of specific specialty pork products. We anticipate increased imports into the United States from Spain of dry-cured, ready-to-eat ham; dry-cured, salted, boneless loin; and dry-cured sausages, particularly Serrano ham. Most of these products are similar to Parma and prosciutto hams and other cured pork products being produced domestically and produced in other countries for importation into the United States, but Serrano ham is a specialty product with unique water content, color, aroma, and flavor.

Spain currently produces approximately 350,000 metric tons of all types of cured ham per year. It is estimated that in 1994 more than 975,000 metric tons of all types of cured ham were produced in the United States. While Spanish production of all types of cured ham represents approximately 36 percent of U.S. cured ham production, Spain's domestic consumption of cured pork is considerably higher than consumption in the United States. About 40 percent of Spain's total pork consumption consists of cured pork. In 1994, Spain exported only 4,135 metric tons of cured ham, which amounts to significantly less than 1 percent of total U.S. production of cured pork. These exports were directed primarily to France, Argentina, Portugal, and Germany.

From all indications, only a few of the largest 18 cured pork producers in Spain, which account for 50 percent of Spanish production of cured pork, have an interest in or a capability for penetrating the U.S. market over the foreseeable future. Further, we estimate that the maximum amount of cured pork products that Spain can expect to export to the United States will likely not exceed 500 metric tons annually, and this ceiling will likely not be reached for a period of about 5 years because the

imports arriving in the United States from Spain will still be required to meet Food Safety and Inspection Service standards before entering the country.

We estimate that there are approximately 15 companies in the United States producing significant amounts of specialty processed pork products that will compete with the potential imports from Spain. A small portion of these producers are very large, and these specialty products constitute only a small fraction of their overall business. Therefore, we expect the impact of this rule on these large companies will be minimal. However, the small producers may be impacted by additional imports. Yet, without specific information on (1) the quantity of additional imports generated by the rule change, (2) the quantity of domestic production, and (3) the degree to which Spanish imports will displace other imports rather than domestic production, the impact on small domestic producers cannot be predicted.

An alternative to this rule was to make no changes in the regulations. We rejected this alternative because Spain has had no reported cases of ASF since September 1994, and, therefore, we have no scientific reason to continue considering Spain to be a country where ASF exists.

#### Executive Order 12988

This rule has been reviewed under Executive Order 12988, Civil Justice Reform. This rule: (1) Preempts all State and local laws and regulations that are inconsistent with this rule; (2) has no retroactive effect; and (3) does not require administrative proceedings before parties may file suit in court challenging this rule.

#### Paperwork Reduction Act

This rule contains no new information collection or recordkeeping requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

#### List of Subjects in 9 CFR Part 94

Animal diseases, Imports, Livestock, Meat and meat products, Milk, Poultry and poultry products, Reporting and recordkeeping requirements.

Accordingly, 9 CFR part 94 is amended as follows:

### **PART 94—RINDERPEST, FOOT-AND-MOUTH DISEASE, FOWL PEST (FOWL PLAGUE), VELOGENIC VISCEROTROPIC NEWCASTLE DISEASE, AFRICAN SWINE FEVER, HOG CHOLERA, AND BOVINE SPONGIFORM ENCEPHALOPATHY: PROHIBITED AND RESTRICTED IMPORTATIONS**

1. The authority citation for part 94 continues to read as follows:

Authority: 7 U.S.C. 147a, 150ee, 161, 162, and 450; 19 U.S.C. 1306; 21 U.S.C. 111, 114a, 134a, 134b, 134c, 134f, 136, and 136a; 31 U.S.C. 9701; 42 U.S.C. 4331, and 4332; 7 CFR 2.22, 2.80, and 371.2(d).

#### **§ 94.8 [Amended]**

2. In § 94.8, the introductory text is amended by removing the words “, and Spain” and by adding the word “and” immediately preceding the word “Portugal”.

Done in Washington, DC, this 16th day of August 1996.

A. Strating,

*Acting Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 96-21455 Filed 8-21-96; 8:45 am]

BILLING CODE 3410-34-P

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. 95-CE-94-AD; Amendment 39-9722; AD 96-17-12]

RIN 2120-AA64

#### **Airworthiness Directives; Jetstream Aircraft Limited HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201 Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 87-07-01, which currently requires the following on Jetstream Aircraft Limited (JAL) HP137 Mk1, Jetstream series 200, and Jetstream Model 3101 airplanes: repetitively inspecting the nose landing gear (NLG) top cap assembly securing bolts for looseness or cracks, retorquing any loose security bolt, and replacing any cracked security bolt. AD 87-07-01 also provides the option of incorporating an NLG modification as terminating action for the repetitive inspections. A report of cracked and loose bolts found on an airplane with the above-referenced NLG modification prompted this action. This action:

retains the repetitive inspections required by AD 87-07-01; increases the AD applicability to include Jetstream Model 3201 airplanes and airplanes that have the NLG top cap assembly modified in accordance with AD 87-07-01; requires replacing two of the NLG top cap assembly securing bolts; and incorporates a new NLG top cap assembly that would eliminate the repetitive inspection requirement of the AD. The actions specified in this AD are intended to prevent failure of the NLG caused by cracked or loose securing bolts, which, if not detected and corrected, could lead to NLG collapse and damage to the airplane.

**DATES:** Effective October 21, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 21, 1996.

**ADDRESSES:** Service information that applies to this AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-94-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:** Ms. Dorenda Baker, Program Officer, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 508-2715; facsimile (322) 230-6899; or Mr. Jeffrey Morfitt, Project Officer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

#### SUPPLEMENTARY INFORMATION:

##### Events Leading to the AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to JAL HP137 Mk1, Jetstream series 200, and Jetstream Models 3101 and 3201 airplanes that do not have a modified NLG top cap assembly incorporated (Amendment JA 901040) was published in the Federal Register

on March 22, 1996 (61 FR 11786). The action proposed to supersede AD 87-07-01 with a new AD that would:

- retain the requirement contained in AD 87-07-01 of repetitively inspecting the NLG top cap assembly securing bolts for looseness, retorquing any loose security bolt, and replacing any cracked security bolt;
- require replacing two of the NLG top cap assembly securing bolts and checking the other two NLG top cap assembly securing bolts for the correct length; and
- require replacing (at a specified time) the NLG top cap assembly with a part of improved design (Amendment JA 901040) as terminating action for the repetitive inspections.

Accomplishment of the proposed actions would be in accordance with Jetstream Service Bulletin (SB) 32-JA 901040, Revision No. 3, dated August 9, 1995, and AP Precision Hydraulics Ltd SB 32-41, which incorporates the following pages:

Pages	Revision level	Date
1, 2, 6, 7, 8 and 15.	Revision No. 2.	Mar. 9, 1993.
4 and 10 .....	Revision No. 1.	July 11, 1991.
3, 5, 9, 11, 12, 13, and 14.	Original Issue	Nov. 17, 1990.

A report of cracked and loose bolts found on an airplane with the above-referenced NLG modification prompted the proposal.

Interested persons have been afforded an opportunity to participate in the making of this amendment. One comment was received in support of the proposed rule and no comments were received regarding the FAA's determination of the cost to the public.

##### 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 150 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 18 workhours (inspection: 6 workhours; replacement: 12 workhours) to

accomplish the required actions, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$1,200 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$342,000 or \$2,280 per airplane. This figure only takes into account the cost of the required initial inspection and required inspection-terminating modification and does not take into account the cost of the required repetitive inspections. The FAA has no way of determining the number of repetitive inspections each of the owners/operators would incur over the life of the affected airplanes.

This figure is also based on the assumption that none of the affected airplane owners/operators have accomplished the required modification. This action eliminates the repetitive inspections required by AD 87-07-01. The FAA has no way of determining the operation levels of each individual operator of the affected airplanes, and subsequently cannot determine the repetitive inspection costs that will be eliminated by this action. The FAA estimates these costs to be substantial over the long term.

In addition, JAL has informed the FAA that parts have been distributed to owners/operators to equip approximately 62 of the affected airplanes. Assuming that each set of parts has been installed on an affected airplane, the cost impact of the required modification upon the public will be reduced \$141,360 from \$342,000 to \$200,640.

##### FAA's Aging Commuter-Class Aircraft Policy

This action is consistent with the FAA's aging commuter-class airplane policy. This policy simply states that reliance on repetitive inspections of critical areas on commuter-class airplanes carries an unnecessary safety risk when a design change exists that could eliminate or, in certain instances, reduce the number of those critical inspections.

The intent of the FAA's aging commuter airplane program is to ensure safe operation of commuter-class airplanes that are in commercial service without adversely impacting private operators. Of the approximately 150 airplanes in the U.S. registry that are affected by this AD, the FAA has determined that approximately 95 percent are operated in scheduled passenger service by 10 different operators.

## 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 removing Airworthiness Directive (AD) 87-07-01, Amendment 39-5582, and adding a new AD to read as follows:

96-17-12 Jetstream Aircraft Limited: Amendment 39-9722; Docket No. 95-CE-94-AD. Supersedes AD 87-07-01, Amendment 39-5582.

**Applicability:** The following airplane models and serial numbers, certificated in any category, that do not have a modified nose landing gear (NLG) top cap assembly incorporated (Amendment JA 901040) in accordance with Jetstream Service Bulletin (SB) 32-JA 901040, Revision No. 3, dated August 9, 1995:

Model	Serial numbers
HP137 Mk1 .....	All serial numbers;
Jetstream series 200	All serial numbers;
Jetstream Model 3101	All serial numbers;
	and
Jetstream Model 3201	Serial numbers 790 through 854.

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 (f) 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 in the body of this AD, unless already accomplished.

To prevent failure of the NLG caused by cracked or loose securing bolts, which, if not detected and corrected, could lead to NLG collapse and damage to the airplane, accomplish the following:

Note 2: The paragraph structure of this AD is as follows:

- Level 1: (a), (b), (c), etc.
- Level 2: (1), (2), (3), etc.
- Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Within the next 300 landings accumulated on the NLG after the effective date of this AD, accomplish the following in accordance with the applicable portion of the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream SB 32-JA 901040, Revision No. 3, dated August 9, 1995, and AP Precision Hydraulics Ltd SB 32-41, which incorporates the following pages:

Pages	Revision level	Date
1, 2, 6, 7, 8 and 15.	Revision No. 2.	Mar. 9, 1993.
4 and 10 .....	Revision No. 1.	July 11, 1991.
3, 5, 9, 11, 12, 13, and 14.	Original Issue	Nov. 17, 1990.

(1) Replace two of the NLG top cap assembly securing bolts, and check the other two for correct length in accordance with part 1A of the ACCOMPLISHMENT INSTRUCTIONS section of AP Precision Hydraulics Ltd SB 32-41. Prior to further flight, replace any NLG top securing bolt that is not the length specified in AP Precision Hydraulics Ltd SB 32-41.

(2) Check the tightness of the four NLG top cap assembly securing bolts and ensure that these bolts are not broken in accordance with part 1b of the ACCOMPLISHMENT

INSTRUCTIONS section of AP Precision Hydraulics Ltd SB 32-41.

(i) Prior to further flight, retorquer any bolts with incorrect torque values.

(ii) If any bolts are broken or gaps are found as specified in paragraph A.(4) of part 1b of the ACCOMPLISHMENT INSTRUCTIONS section of AP Precision Hydraulics Ltd SB 32-41, prior to further flight, replace the NLG in accordance with the applicable maintenance manual.

(b) Within 1,200 landings after the actions required by paragraph (a) of this AD (all paragraph designations), and thereafter at intervals not to exceed 1,200 landings, until the modification required by paragraph (c) of this AD is incorporated, check the tightness of the four NLG top cap assembly securing bolts and ensure that these bolts are not broken in accordance with part 1b of the ACCOMPLISHMENT INSTRUCTIONS section of AP Precision Hydraulics Ltd SB 32-41.

(1) Prior to further flight, retorquer any bolts with incorrect torque values.

(2) If any bolts are broken or gaps are found as specified in paragraph A.(4) of part 1b of the ACCOMPLISHMENT INSTRUCTIONS section of AP Precision Hydraulics Ltd SB 32-41, prior to further flight, replace the NLG in accordance with the applicable maintenance manual.

(c) Upon accumulating 20,000 landings on the NLG or within the next 2,500 landings accumulated on the NLG after the effective date of this AD, whichever occurs later, install a new NLG top cap assembly or modify the existing NLG top cap assembly in accordance with Part 2 of the ACCOMPLISHMENT INSTRUCTIONS section of AP Precision Hydraulics Ltd SB 32-41, which incorporates the following pages:

Pages	Revision level	Date
1, 2, 6, 7, 8 and 15.	Revision No. 2.	Mar. 9, 1993.
4 and 10 .....	Revision No. 1.	July 11, 1991.
3, 5, 9, 11, 12, 13, and 14.	Original Issue	Nov. 17, 1990.

(d) Incorporating the modification required by paragraph (c) of this AD is considered terminating action for the repetitive torque checks required by this AD and may be incorporated at any time prior to 20,000 landings on a NLG or within the next 2,500 landings accumulated on the NLG after the effective date of this AD, whichever occurs later (at which time it must be incorporated).

(e) 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.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, Europe, Africa, Middle East office, FAA, c/o American Embassy, 1000 Brussels,

Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division. Alternative methods of compliance approved in accordance with AD 87-07-01 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division.

(g) The replacements, check, retorque, and installation required by this AD shall be done in accordance with Jetstream Service Bulletin 32-JA 901040, Revision No. 3, dated August 9, 1995, and AP Precision Hydraulics Ltd Service Bulletin 32-41, which incorporates the following pages:

Pages	Revision level	Date
1, 2, 6, 7, 8 and 15.	Revision No. 2.	Mar. 9, 1993.
4 and 10 .....	Revision No. 1.	July 11, 1991.
3, 5, 9, 11, 12, 13, and 14.	Original Issue	Nov. 17, 1990.

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 Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief 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.

(h) This amendment (39-9722) supersedes AD 87-07-01, Amendment 39-5582.

(i) This amendment (39-9722) becomes effective on October 21, 1996.

Issued in Kansas City, Missouri, on August 15, 1996.

Carolanne L. Cabrini,  
*Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.*  
[FR Doc. 96-21375 Filed 8-21-96; 8:45 am]  
BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 93-ASW-5]

RIN 2120-AA66

Alteration of VOR Federal Airways;  
Texas

AGENCY: Federal Aviation  
Administration (FAA), DOT.  
ACTION: Final rule; correction.

SUMMARY: On July 3, 1996, the FAA published a final rule realigning eleven

Federal airways supporting the Dallas/Fort Worth, TX, Metroplex Plan. On August 12, 1996, a correction to the final rule was published to correct the airspace designation for Federal Airway V-477. However, the description for V-477 inadvertently omitted "Leona" from the existing route. This action corrects that error.

EFFECTIVE DATE: August 22, 1996.

FOR FURTHER INFORMATION CONTACT: Bil Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: On August 12, 1996, the FAA published a final rule correcting the description of V-477 (61 FR 41736). However, the description for V-477 inadvertently omitted "Leona" from the existing route. This action corrects that error.

Correction of Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for V-477, published in the Federal Register on August 12, 1996 (61 FR 41737); Federal Register Document 96-20510, Column 1, is corrected as follows:

\* \* \* \* \*

V-477 [Corrected]

From Humble, TX, via INT Humble 349° and Leona, TX, 139° radials; Leona; to Cedar Creek, TX.

\* \* \* \* \*

Issued in Washington, DC, on August 15, 1996.

Jeff Griffith,  
*Program Director for Air Traffic Airspace  
Management.*  
[FR Doc. 96-21478 Filed 8-21-96; 8:45 am]  
BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 93-ASW-4]

RIN 2120-AA66

Alteration of VOR Federal Airways;  
Texas

AGENCY: Federal Aviation  
Administration (FAA), DOT.  
ACTION: Final rule; correction.

SUMMARY: On July 3, 1996, the FAA published a final rule realigning twelve Federal airways supporting the Dallas/Fort Worth, TX, Metroplex Plan. On August 12, 1996, a correction to the final rule was published to correct the airspace designations for Federal Airways V-63 and V-94. However, the

description for V-63 inadvertently referenced the "Howard MOA" when it should have referenced the "Howard West MOA." This action corrects that error.

EFFECTIVE DATE: August 22, 1996.

FOR FURTHER INFORMATION CONTACT: Bil Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: On August 12, 1996, the FAA published a final rule correcting the description of V-63 and V-94 (61 FR 41736). However, the description for V-63 inadvertently referenced the "Howard MOA" when it should have referenced the "Howard West MOA." This action corrects that error.

Correction of Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for V-63, published in the Federal Register on August 12, 1996 (61 FR 41736); Federal Register Document 96-20511, Column 2, is corrected as follows:

\* \* \* \* \*

V-63 [Corrected]

From Bonham, TX, via McAlester, OK; Razorback, AR; Springfield, MO; Hallsville, MO; Quincy, IL; Burlington, IA; Moline, IL; Davenport, IA; Rockford, IL; Janesville, WI; Badger, WI; Oshkosh, WI; Stevens Point, WI; Wausau, WI; Rhinelander, WI, to Houghton, MI. Excluding that airspace at and above 10,000 feet MSL from 5 NM north to 46 NM north of Quincy during the time that the Howard West MOA is activated by NOTAM.

\* \* \* \* \*

Issued in Washington, DC, on August 15, 1996.

Jeff Griffith,  
*Program Director for Air Traffic Airspace  
Management.*  
[FR Doc. 96-21476 Filed 8-21-96; 8:45 am]  
BILLING CODE 4910-13-U

DEPARTMENT OF STATE

22 CFR Parts 50 and 51

[Public Notice 2419]

Bureau of Consular Affairs; Passport  
and Nationality Procedures—Persons  
Authorized to Issue Passports and  
Adjudicate Nationality Abroad

AGENCY: Bureau of Consular Affairs,  
State.  
ACTION: Final rule.

SUMMARY: This rule amends existing nationality and passport regulations to