under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 draft regulatory 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, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

BOEING: Docket 96-NM–152-AD.

Applicability: Boeing Model 737–100 and -200 series airplanes equipped with Bendix main wheel assemblies having part number 2601571–1, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (c) 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 failure of the wheel flanges, which could result in damage to the hydraulics systems, jammed flight controls, loss of electrical power, or other combinations of failures; and consequent reduced controllability of the airplane, accomplish the following:

(a) For airplanes equipped with a Bendix main wheel assembly having part number (P/N) 2601571–1 with an inboard wheel half with serial number (S/N) B–5999 or lower, or S/N H–1799 or lower; or with an outboard wheel half with S/N B–5999 or lower, or S/N H–1049 or lower; accomplish the following:

(1) Within 180 days after the effective date of this AD, and thereafter at each tire change until the replacement required by paragraph (b) of this AD is accomplished:

Accomplish the actions specified in paragraphs (a)(1)(i), (a)(1)(ii), and (a)(1)(iii) of this AD, in accordance with the Accomplishment Instructions of Allied Signal Service Bulletin No. 737–32–026, dated April 26, 1988, including Attachments 1 and 2.

(i) Clean any inboard and outboard wheel half specified in paragraph (a) of this AD. And

(ii) Inspect the wheel halves for corrosion or missing paint. If any corrosion is found, or if any paint is missing in large areas, prior to further flight, strip or remove paint, and remove any corrosion. And

(iii) Perform an eddy current inspection to detect cracks of the bead seat area.

(2) If any cracking is found during the inspections required by this paragraph, prior to further flight, repair or replace the wheel halves with serviceable wheel halves in accordance with procedures specified in the Component Maintenance Manual.

(b) For airplanes equipped with a Bendix main wheel assembly having P/N 2601571–1 with an inboard wheel half with S/N B–5999 or lower, or S/N H–1799 or lower; or with an outboard wheel half with S/N B–5999 or lower, or S/N H–1049 or lower; accomplish the following: Within 2 years after the effective date of this AD, accomplish the actions specified in paragraphs (b)(1) and (b)(2) of this AD, in accordance with Bendix Service Information Letter (SIL) 392, Revision 1, dated November 15, 1979. Accomplishment of the replacement constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD.

(1) Remove any inboard wheel half specified in paragraph (b) of this AD, and replace it with an inboard wheel half having P/N 2607046, S/N B–6000 or greater, or S/N H–1800 or greater. And

(2) Remove any outboard wheel half specified in paragraph (b) of this AD, and replace it with an outboard wheel half having P/N 2607047, S/N B–6000 or greater, or S/N H–1050 or greater.

(c) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

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

(d) 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. Issued in Renton, Washington, on March 7, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–6438 Filed 3–13–97; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 97–NM–29–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 737–100, –200, –300, –400, and –500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of two existing airworthiness directives (AD), applicable to certain Boeing Model 737 series airplanes, that currently require tests of the main rudder power control unit (PCU) to detect excessive internal leakage of hydraulic fluid, stalling, or reversal, and to verify proper operation of the PCU; and replacement of the PCU with a unit having a different part number, if necessary. This action would add requirements for replacement of the PCU and the vernier control rod bolt with newly designed units. This action also would add a requirement for leak tests of the PCU, and replacement of the PCU with a serviceable or newly designed unit, if necessary. This proposal is prompted by reports of fracturing of the vernier control rod bolts as a result of the shank of the bolt running into the threads on the nutplate during installation of the rod. The actions specified by the proposed AD are intended to prevent such fracturing, which could result in uncommanded movements of the rudder, and consequent reduced controllability of the airplane.

DATES: Comments must be received by April 23, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–29–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Kenneth W. Frey, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2673; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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 97–NM–29–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–29–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On January 3, 1994, the FAA issued AD 94–01–07, amendment 39–8789 (59 FR 4570, February 1, 1994), applicable to certain Boeing Model 737 series airplanes, to require repetitive periodic tests of the main rudder power control unit (PCU) to detect excessive internal leakage of hydraulic fluid, stalling, or reversal, and the eventual replacement of the PCU with an improved model. That action was prompted by results of an investigation, which revealed that there was a remote possibility that the secondary slide in the servo valve of certain PCU's could go past the intended maximum-travel position. The requirements of that AD are intended to prevent secondary slide overtravel from occurring, which could cause the rudder actuator piston and the rudder to operate with reduced force capability or to move in a direction opposite to the intended direction; this could result in reduced controllability of the airplane.

On November 7, 1996, the FAA issued AD 96–23–51, amendment 39–9818 (61 FR 59317, November 22, 1996), applicable to all Boeing Model 737 series airplanes, to require repetitive periodic tests to verify proper operation of the main rudder PCU, and replacement of the PCU with a new unit, if necessary. That action was prompted by tests of the PCU conducted by the manufacturer, which demonstrated another very remote potential failure scenario that was previously unknown. The requirements of that AD are intended to prevent rudder motion in the opposite direction of the rudder command.

Actions Since Issuance of Previous Rules

In the preamble to AD 96–23–51, the FAA indicated that it considered that AD to be interim action, and that further rulemaking action would be considered once final action was identified. Since the issuance of that AD, Boeing has advised the FAA that it is designing new main rudder PCU's and a new bolt for the vernier control rod for installation on the latest versions of Model 737 series airplanes currently undergoing certification. These new PCU's and bolts are capable of being installed on the existing fleet of Model 737 series airplanes. At this time, the testing and design analyses necessary for FAA approval have not yet been completed; therefore, Boeing has not yet released a service bulletin reflecting these changes. The FAA anticipates that these tests and analyses will be completed and the service bulletin approved prior to issuance of a final rule.

In addition, the FAA also received reports indicating that the outer bolts for the vernier control rod fractured in two cases. Fracturing of the outer bolt was caused by the shank of the bolt running into the threads on the nutplate during installation of the vernier control rod. These bolts have a dual load path. If the second load path of the bolt fractures, the manual input link to the main rudder PCU would be disconnected. Such fracturing, if not corrected, could result in uncommanded movements of the rudder, and consequent reduced controllability of the airplane.

FAA's Determinations

In light of this information, the FAA has determined the following:

1. The main rudder PCU's must be replaced with newly designed units. These new PCU's will have a valve that is similar to the valve installed on the existing units in that the valve is dual-concentric in design; however, the new units will have different characteristics for the flow of hydraulic fluid. Installation of the new units will eliminate the possibility of improper flow of hydraulic fluid. Replacement of the existing units with new units constitutes terminating action for the actions required by those existing AD's.

2. The bolt for the vernier control rod must be replaced with a newly designed bolt. Installation of the new bolt will eliminate the possibility of the shank of the bolt running into the threads on the nutplate.

3. Although the FAA has received no reports indicating that an in-flight engine out or loss of hinge moment has resulted in reduced controllability of an airplane, high internal leakage in the main rudder PCU can exist. This high internal leakage could be caused by a jam in the slides of the servo valve or by other failures or wear within the PCU. Such leakage could result in reduced hinge moment capability of the rudder PCU, which could result in reduced controllability of the airplane at any time large rudder inputs are required (such as failure of the engine during takeoff). In light of this, the FAA finds that periodic inspections must be performed to detect high internal leakage of the main rudder PCU in a timely manner.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, this proposed AD would supersede AD 94–01–07 and AD 96–23–51. The following requirements from the superseded AD's have been carried over into the proposed AD:

—Tests of the main rudder PCU to detect excessive internal leakage of hydraulic fluid, stalling, or reversal, and to verify proper operation of the PCU; and

—Replacement of the PCU with a unit having a different part number, if necessary.

It should be noted that paragraph (b) of AD 94–01–07 requires replacement of the PCU with a unit having part number

65–44861–11 or 65C37052–2, –3, –4, –5, –6, –7, –8, or –9. However, paragraph (b) of this proposed AD would allow for this replacement as an optional terminating action (instead of a required action) for the tests required by paragraph (a) of AD 94–01–07.

The proposed AD would add requirements for replacement of the PCU and vernier control rod bolt with newly designed units. Additionally, the proposed AD would add a requirement for repetitive leak tests of the PCU, and replacement of the PCU with a serviceable or newly designed unit, if necessary. These new actions would be required to be accomplished in accordance with a method approved by the FAA.

In developing an appropriate compliance time for the new requirements of this proposed AD, the FAA considered the safety implications, the time necessary for design and production of the new PCU's and bolts, and normal maintenance schedules for timely accomplishment of the proposed actions. In light of these items, the FAA has determined that a compliance time of two years for installation of the newly designed parts, and 6,000 flight hours for accomplishment of the repetitive leak tests, is appropriate.

Cost Impact

There are approximately 2,900 Model 737 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,350 airplanes of U.S. registry would be affected by this proposed AD.

The tests that are currently required by AD 94–01–07 take approximately 8 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the currently required tests on U.S. operators is estimated to be $648,000, or $480 per airplane, per test.

The replacement that is currently required by AD 94–01–07 takes approximately 20 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Required parts will be supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact of the currently required replacement on U.S. operators is estimated to be $1,620,000, or $1,200 per airplane.

The tests that are currently required by AD 96–23–51 take approximately 2 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the currently required tests on U.S. operators is estimated to be $162,000, or $120 per airplane, per test.

The replacement of the PCU that is proposed in this AD action would take approximately 9 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Required parts would be supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact of the proposed replacement of the PCU on U.S. operators is estimated to be $729,000, or $540 per airplane.

The replacement of the vernier control rod bolt that is proposed in this AD action would take approximately 1 work hour per airplane to accomplish, at an average labor rate of $60 per work hour. Required parts would be supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact of the proposed replacement of the vernier control rod bolt on U.S. operators is estimated to be $81,000, or $60 per airplane.

The leak tests that are proposed in this AD action would take approximately 8 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the proposed requirements of this AD on U.S. operators is estimated to be $648,000, or $480 per airplane, per leak test.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed 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 proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 draft regulatory 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, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 amendments 39–8789 (59 FR 4570, February 1, 1994) and 39–9818 (61 FR 59317, November 22, 1996), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 97–NM–29–AD. Supersedes AD 94–01–07, Amendment 39–8789, and AD 96–23–51, Amendment 39–9818.

Applicability: All Model 737–100, –200, –300, –400, and –500 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (g) 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 uncommanded movements of the rudder, and consequent reduced controllability of the airplane, accomplish the following:

Restatement of Requirements of AD 94–01–07:

(a) Within 750 flight hours after March 3, 1994 (the effective date of AD 94–01–07, amendment 39–8789), perform a test of the main rudder PCU, part number 65–44861–2/–3/–4/–5/–6/–7/–8/–9, to detect internal leakage of hydraulic fluid, in accordance with Boeing Service Letter 737–SL–27–82–B, dated July 13, 1993.

(1) If no discrepancy, as described in paragraph 3.B. of the Service Letter, is

detected, repeat the test at intervals not to exceed 750 flight hours.

(2) If any discrepancy, as described in paragraph 3.B. of the Service Letter, is detected during any check, prior to further flight, accomplish either paragraph (a)(2)(i) or (a)(2)(ii) of this AD:

(i) Replace the main rudder PCU with a serviceable PCU in accordance with the Model 737 Overhaul Manual. After such replacement, repeat the test at intervals not to exceed 750 flight hours.

(ii) Replace the main rudder PCU with a new main rudder PCU having part number 65–44861–11 or 65C37052–2/–3/–4/–5/–6/–7/–8/–9, in accordance with Boeing Service Bulletin 737–27–1185, dated April 15, 1993. Such replacement constitutes terminating action for the tests required by paragraph (a) of this AD.

(b) Replacement of the main rudder PCU, part number 65–44861–( ), with a new main rudder PCU having part number 65–44861–11 or 65C37052–2/–3/–4/–5/–6/–7/–8/–9, in accordance with Boeing Service Bulletin 737–27–1185, dated April 15, 1993, constitutes terminating action for the tests required by paragraph (a) of this AD.

Restatement of Requirements of AD 96–23–51:

(c) Within 10 days after November 27, 1996 (the effective date of AD 96–23–51, amendment 39–9818), perform a test to verify proper operation of the rudder PCU, in accordance with Boeing Alert Service Bulletin 737–27A1202, dated November 1, 1996.

(1) If the rudder PCU operates properly, repeat the test thereafter at intervals not to exceed 250 flight hours.

(2) If the rudder PCU operates improperly, prior to further flight, replace the rudder PCU with a new rudder PCU, in accordance with the alert service bulletin. Repeat the test thereafter at intervals not to exceed 250 flight hours.

New Requirements of this AD:

(d) Within 2 years after the effective date of this AD, accomplish paragraphs (d)(1) and (d)(2) of this AD in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Accomplishment of these actions terminates the requirements of paragraphs (a), (b), and (c) of this AD.

(1) Replace any main rudder PCU having Boeing part number (P/N) 65–44861-( ) or P/N 65C37052-( ) with a new main rudder PCU that has been approved by the Manager, Seattle ACO.

(2) Replace the vernier control rod bolt having Boeing P/N 69–27229-( ) with a new bolt that has been approved by the Manager, Seattle ACO.

(e) Perform a leak test of the main rudder PCU in accordance with a method approved by the Manager, Seattle ACO, at the applicable times specified in paragraph (e)(1) or (e)(2) of this AD. If any discrepancy is found, prior to further flight, replace the PCU with a serviceable or newly designed unit in accordance with a method approved by the Manager, Seattle ACO.

Note 2: If the PCU is replaced in accordance with the requirements of paragraph (e) prior to accomplishing the replacement required by paragraph (d) of this AD, ''serviceable'' includes the newly designed PCU referenced in paragraph (d)(1) of this AD and PCU's having part number 65–44861–11 and 65C37052–2, -3, -4, -5, -6, -7, -8, and -9. However, after the PCU has been replaced in accordance with paragraph (d)(1) of this AD, ''serviceable'' is limited to the newly designed PCU's referenced in that paragraph.

(1) For airplanes on which the replacement specified in paragraph (a)(2)(ii), (b), or (c)(2) of this AD has been accomplished prior to the effective date of this AD: Within 4,000 flight hours after the effective date of this AD, and thereafter at intervals not to exceed 6,000 flight hours.

(2) For airplanes other than those identified in paragraph (e)(1) of this AD: Within 6,000 flight hours after accomplishment of the replacement required by paragraph (d)(1) of this AD, and thereafter at intervals not to exceed 6,000 flight hours.

(f) Once a newly designed PCU specified in paragraph (d)(1) of this AD is installed on an airplane, no operator shall install on that airplane any PCU other than a newly designed unit.

(g) 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, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(h) 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.

Issued in Renton, Washington, on March 7, 1997.

Ronald T. Wojnar,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–6437 Filed 3–13–97; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 146

RIN 1515–AC05

Weekly Entry Procedure for Foreign Trade Zones

AGENCY: U.S. Customs Service, Treasury.

ACTION: Proposed rule.

SUMMARY: This document proposes to amend and expand the weekly entry procedure for foreign trade zones under certain circumstances to include merchandise involved in activities other than exclusively assembly-line type production operations. Under the proposed expanded procedure, weekly entries covering the estimated removals of merchandise for the weekly period and the associated entry summaries would have to be filed exclusively through the Automated Broker Interface. The expanded weekly procedure, which, as is presently the case, would remain an entirely optional procedure, would thus be conducted in a fully paperless environment. The expanded weekly procedure would reduce the number of entries from zones as well as automate and expedite the processing of such entries. The proposed expansion of the weekly procedure would allow zone users to not have to delay their operations pending the acceptance of an entry and Customs examination of the subject merchandise. 2

DATES: Comments must be received on or before April 14, 1997.

ADDRESSES: Written comments (preferably in triplicate) may be addressed to the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, 1301 Constitution Avenue, N.W., Washington, D.C. 20229. Comments may be inspected at the Regulations Branch, Office of Regulations and Rulings, Franklin Court, 1099 14th Street, N.W., Suite 4000, Washington, D.C.

FOR FURTHER INFORMATION CONTACT: Marsha Malbrough, Office of Field Operations, (202–927–0457).

SUPPLEMENTARY INFORMATION:

Background

The Foreign Trade Zones Act of 1934, as amended (19 U.S.C. 81a–u) (the ''FTZA''), provides for the establishment and regulation of foreign trade zones. Foreign trade zones are secured areas to which foreign and domestic merchandise, except that prohibited by law, may be brought for the purposes enumerated in the FTZA without being subject to the Customs laws of the U.S. Foreign trade zones, by virtue of being exempt from the Customs laws, are intended to attract and promote international trade and commerce. Part 146, Customs Regulations (19 CFR part 146), sets forth the documentation and recordkeeping requirements governing the admission of merchandise into a zone, 3 its removal from the zone, and, among other things, its manipulation, manufacture, storage, destruction or exhibition, while in the zone.