

# Rules and Regulations

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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## DEPARTMENT OF AGRICULTURE

### Office of the Secretary

#### 7 CFR Part 1

[Docket No. APHIS–2015–0008]

RIN 0579–AE68

#### Privacy Act Regulations; Delay of Effective Date

**AGENCY:** Office of the Secretary, U.S. Department of Agriculture (USDA).

**ACTION:** Final rule; delay of effective date.

**SUMMARY:** On January 10, 2025, we published a final rule that exempted a system of records, titled “Smuggling Interdiction and Trade Compliance (SITC) National Information Communication Activity System (SNICAS), USDA/APHIS–21,” from certain provisions of the Privacy Act. In addition, it also amended the Privacy Act regulations to reflect an administrative change to the list of system of records that are exempt from certain provisions of the Privacy Act. The final rule was scheduled to go into effect on February 10, 2025. This document delays the effective date until April 11, 2025.

**DATES:** As of February 7, 2025, the effective date for the final rule amending 7 CFR 1.123 published on January 10, 2025 (90 FR 1847), is delayed until April 11, 2025.

**FOR FURTHER INFORMATION CONTACT:** Ms. Tonya Woods, Director, Freedom of Information Act and Privacy Act Staff, 4700 River Road, Unit 50, Riverdale, MD 20737; (301) 851–4076.

**SUPPLEMENTARY INFORMATION:** In accordance with the memorandum of January 20, 2025, from the President to executive departments and agencies, titled “Regulatory Freeze Pending Review,”<sup>1</sup> this action delays the

effective date of the rule, “Privacy Act Regulations,” published in the **Federal Register** on January 10, 2025 (90 FR 1847–1848; APHIS–2015–0008).<sup>2</sup>

The final rule USDA’s Privacy Act regulations in 7 CFR 1.123 to exempt a system of records, titled “Smuggling Interdiction and Trade Compliance (SITC) National Information Communication Activity System (SNICAS), USDA/APHIS–21,” from certain provisions of the Privacy Act in order to avoid interference with law enforcement functions. In addition, we updated the list of systems exempt from certain provisions of the Privacy Act in accordance with 5 U.S.C. 552a(k)(2) to reflect administrative changes as a result of a notice published in the **Federal Register** on November 16, 2001 (66 FR 57698–57700, Docket No. 99–024–1), announcing that USDA combined three system of records (Plant Protection and Quarantine Program-Regulatory Actions, USDA/APHIS–1; Veterinary Services Programs-Animal Quarantine Regulatory Actions, USDA/APHIS–3; and Veterinary Services Programs—Animal Welfare and Horse Protection Regulatory Actions, USDA/APHIS–4) into one system of record: Investigative and Enforcement Records Regarding Regulatory Activities, USDA/APHIS–1. The reason for combining the system of records was to bring all records concerning investigation and enforcement together. However, USDA’s Privacy Act regulations were not amended to reflect this consolidation, which we proposed to rectify.

In this issue of the **Federal Register**, we are also publishing a delay of effective date for the exemptions in the system of records notice, “Smuggling Interdiction and Trade Compliance (SITC) National Information Communication Activity System (SNICAS), USDA/APHIS–21,” associated with this action.<sup>3</sup>

This action is exempt from notice and comment under 5 U.S.C. 553 and is effective immediately upon publication today in the **Federal Register**, based on the good cause exceptions in 5 U.S.C. 553(b)(B) and 553(d)(3), respectively. Seeking public comment is

impracticable, unnecessary, and contrary to the public interest. The delay in the effective date until April 11, 2025, is necessary to give Department officials the opportunity for further review and consideration of new regulation, consistent with the President’s memorandum of January 20, 2025. Given the imminence of the effective date and the brief length of the delay of the effective date, seeking prior public comment on this delay would have been impractical, as well as contrary to the public interest in the orderly promulgation and implementation of regulations.

Done in Washington, DC, this 6th day of February 2025.

**Michael Watson,**

*Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 2025–02485 Filed 2–7–25; 8:45 am]

**BILLING CODE 3410–34–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2024–2140; Project Identifier MCAI–2024–00242–T; Amendment 39–22942; AD 2025–02–09]

RIN 2120–AA64

#### Airworthiness Directives; Embraer S.A. (Type Certificate Previously Held by Yaborá Indústria Aeronáutica S.A.; Embraer S.A.) Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Embraer S.A. Model EMB–120, –120ER, –120FC, –120QC, and –120RT airplanes. This AD was prompted by a structural assessment, which found that the fuselage longitudinal skin splice and panel between certain frames are susceptible to cracking. This AD requires performing repetitive inspections of the fuselage center I longitudinal skin splice and applicable corrective actions, as specified in an Agência Nacional de Aviação Civil (ANAC) AD, which is incorporated by reference (IBR). The FAA is issuing this AD to address the unsafe condition on these products.

<sup>2</sup> To view the final rule, go to [www.regulations.gov](http://www.regulations.gov), and enter APHIS–2015–0008 in the Search field.

<sup>3</sup> To view the notice’s delay of effective date, go to [www.regulations.gov](http://www.regulations.gov), and enter APHIS–2014–0062 in the Search field.

<sup>1</sup> Available at <https://www.whitehouse.gov/presidential-actions/2025/01/regulatory-freeze-pending-review/>.

**DATES:** This AD is effective March 18, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 18, 2025.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at *regulations.gov* under Docket No. FAA–2024–2140; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

*Material Incorporated by Reference:*

- For ANAC material identified in this AD, contact National Civil Aviation Agency (ANAC), Aeronautical Products Certification Branch (GGCP), Rua Dr. Orlando Feirabend Filho, 230—Centro Empresarial Aquarius—Torre B—Andares 14 a 18, Parque Residencial Aquarius, CEP 12.246–190—São José dos Campos—SP, Brazil; telephone 55 (12) 3203–6600; email *pac@anac.gov.br*; website *anac.gov.br/en/*. You may find this material on the ANAC website at *sistemas.anac.gov.br/certificacao/DA/DAE.asp*.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available at *regulations.gov* under Docket No. FAA–2024–2140.

**FOR FURTHER INFORMATION CONTACT:** Hassan Ibrahim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 206–231–3653; email: *Hassan.M.Ibrahim@faa.gov*.

**SUPPLEMENTARY INFORMATION:**

**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Embraer S.A. Model EMB–120, –120ER, –120FC, –120QC, and –120RT airplanes. The NPRM published

in the **Federal Register** on September 17, 2024 (89 FR 75977). The NPRM was prompted by AD 2024–04–02R01, effective May 31, 2024, issued by ANAC, which is the aviation authority for Brazil (ANAC AD 2024–04–02R01) (also referred to as the MCAI). The MCAI states that a structural assessment found that the fuselage center I longitudinal skin splice and panel between frames 22 and 23 are susceptible to cracking.

In the NPRM, the FAA proposed to require performing repetitive inspections of the fuselage center I longitudinal skin splice and applicable corrective actions, as specified in ANAC AD 2024–04–02R01. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2024–2140.

**Discussion of Final Airworthiness Directive**

**Comments**

The FAA received a comment from Embraer. The following presents the comment received on the NPRM and the FAA’s response.

**Request for Extension of Compliance Times**

Embraer requested the FAA extend the compliance times of the proposed AD. The commenter stated analysis of data of the lower fuselage center I longitudinal skin splice and panel between frames 22 and 23 under operational conditions showed the probability of cracks is less than one percent at 60,000 flight cycles. The commenter stated inspections prior to the accumulation of 50,000 total flight cycles, or within 800 flight cycles after the effective date of this AD, whichever occurs later, as specified in the proposed AD, is overly conservative. The commenter suggested inspections prior to the accumulation of 60,000 total flight cycles, or within 2,000 flight cycles after the effective date of this AD, whichever occurs later, would meet the intent of this AD. Embraer added that the compliance times of this AD should be extended to avoid an unnecessary burden for operators.

The FAA disagrees with the request. Embraer did not provide data to support

its request to extend the compliance times of the proposed AD. However, ANAC, the state of design authority, has advised the FAA that it defined the threshold, intervals, and grace period based on a methodology considering the findings in the full-scale fatigue test (FSFT) and conservative equivalent damage. The FAA concurs with ANAC’s determination. The FAA has not changed this AD as a result of this comment.

**Conclusion**

This product has been approved by the aviation authority of another country and is approved for operation in the United States. Pursuant to the FAA’s bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered the comment received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on this product. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

**Material Incorporated by Reference Under 1 CFR Part 51**

ANAC AD 2024–04–02R01 specifies initial and repetitive high-frequency eddy current inspections for discrepancies (including cracks, corrosion, scratches, and nicks) of the fuselage center I longitudinal skin splice and panel between frames 22 and 23, from the internal and external sides of the fuselage. ANAC AD 2024–04–02R01 further specifies corrective actions including obtaining and implementing instructions for repair and reporting of the inspection results. This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in **ADDRESSES** section.

**Costs of Compliance**

The FAA estimates this AD affects 51 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

**ESTIMATED COSTS FOR REQUIRED ACTIONS**

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
4 work-hours × \$85 per hour = \$340 per inspection cycle.	\$0	\$340 per inspection cycle .....	\$17,340 per inspection cycle.

The FAA has received no definitive data on which to base the cost estimates for the corrective actions specified in this AD.

#### Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to take approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

#### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

#### Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect 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.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, 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.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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. The FAA amends § 39.13 by adding the following new airworthiness directive:

**2025-02-09 Embraer S.A. (Type Certificate Previously Held by Yaborã Indústria Aeronáutica S.A.; Embraer S.A.):** Amendment 39-22942; Docket No. FAA-2024-2140; Project Identifier MCAI-2024-00242-T.

##### (a) Effective Date

This airworthiness directive (AD) is effective March 18, 2025.

##### (b) Affected ADs

None.

##### (c) Applicability

This AD applies to all Embraer S.A. (Type Certificate previously held by Yaborã Indústria Aeronáutica S.A.; Embraer S.A.) Model EMB-120, -120ER, -120FC, -120QC, and -120RT airplanes, certificated in any category.

##### (d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

##### (e) Unsafe Condition

This AD was prompted by a structural assessment that indicated the fuselage center I longitudinal skin splice and panel between frames 22 and 23 are susceptible to cracking. The FAA is issuing this AD to address undetected cracks in the fuselage center I longitudinal skin splice and panel between frames 22 and 23. The unsafe condition, if not addressed, could result in undetected

fuselage crack propagation, and reduced structural integrity of the airplane.

##### (f) Compliance

Comply with this AD within the compliance times specified, unless already done.

##### (g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Agência Nacional de Aviação Civil (ANAC) AD 2024-04-02R01, effective May 31, 2024 (ANAC AD 2024-04-02R01).

##### (h) Exceptions to ANAC AD 2024-04-02R01

(1) Where ANAC AD 2024-04-02R01 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraphs (b)(1) and (2) of ANAC AD 2024-04-02R01 specify the initial compliance time for the high-frequency eddy current inspection of the fuselage center I longitudinal skin splice—frames 22 and 23, from the internal and external side of the fuselage, for this AD, the initial compliance time for doing the high-frequency eddy current inspection is prior to the accumulation of 50,000 total flight cycles, or within 800 flight cycles after the effective date of this AD, whichever occurs later.

(3) Where paragraphs (d)(1) and (2) of ANAC AD 2024-04-02R01 specify the initial compliance time for the high-frequency eddy current inspection of the fuselage center I skin panel—frames 22 and 23, from the external side of the fuselage, for this AD, the initial compliance time for doing the high-frequency eddy current inspection is prior to the accumulation of 50,000 total flight cycles, or within 800 flight cycles after the effective date of this AD, whichever occurs later.

(4) Where paragraphs (b)(3) and (d)(3) of ANAC AD 2024-04-02R01 specify corrective actions, for this AD, if any discrepancy including cracking is detected during any inspection required by this AD, the discrepancy must be repaired before further flight using a method approved by the Manager, International Validation Branch, FAA; or ANAC; or Embraer's ANAC Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(5) Paragraph (f) of ANAC AD 2024-04-02R01 specifies to report inspection results to ANAC and Embraer within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(5)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(6) This AD does not adopt paragraph (g) of ANAC AD 2024-04-02R01.

##### (i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (j) of this AD. Information may be emailed to: [AMOC@faa.gov](mailto:AMOC@faa.gov). Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or ANAC; or ANAC's authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature.

#### (j) Additional Information

For more information about this AD, contact Hassan Ibrahim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 206-231-3653; email: [Hassan.M.Ibrahim@faa.gov](mailto:Hassan.M.Ibrahim@faa.gov).

#### (k) Material Incorporated by Reference

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

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

(i) Agência Nacional de Aviação Civil (ANAC) AD 2024-04-02R01, effective May 31, 2024.

(ii) [Reserved]

(3) For ANAC material identified in this AD, contact ANAC, Aeronautical Products Certification Branch (GGCP), Rua Dr. Orlando Feirabend Filho, 230—Centro Empresarial Aquarius—Torre B—Andares 14 a 18, Parque Residencial Aquarius, CEP 12.246-190—São José dos Campos—SP, Brazil; phone 55 (12) 3203-6600; email [pac@anac.gov.br](mailto:pac@anac.gov.br); website [anac.gov.br/en/](http://anac.gov.br/en/). You may find this ANAC AD on the ANAC website [sistemas.anac.gov.br/certificacao/DA/DAE.asp](http://sistemas.anac.gov.br/certificacao/DA/DAE.asp).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th Street, Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations), or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on January 23, 2025.

**Steven W. Thompson,**

*Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2025-02400 Filed 2-10-25; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2025-0198; Project Identifier MCAI-2024-00762-T; Amendment 39-22956; AD 2025-03-08]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Airbus SAS Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Airbus SAS Model A318, A319, A320, and A321 series airplanes; Model A330-200, -200 Freighter, -300, -800, and -900 series airplanes; and Model A340-200, -300, -500, and -600 series airplanes. This AD was prompted by reports of trimmable horizontal stabilizer actuators (THSAs) being delivered to operators having erroneous information (accumulated life) in the authorized release certificate. This AD requires contacting Collins Aerospace for amended authorized release certificates for the affected parts and replacing the affected parts if necessary, and prohibits the installation of affected parts, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective February 26, 2025.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of February 26, 2025.

The FAA must receive comments on this AD by March 28, 2025.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](http://regulations.gov). Follow the instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M-

30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA-2025-0198; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

**Material Incorporated by Reference:**

- For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

- For Collins Aerospace material identified in this AD, contact Collins Aerospace, Product Support Department 13, Avenue de L'Eguillette—Saint-Ouen L'Aumone, Boite Postale 7186 95056 Cergy Pontoise Cedex, France; telephone 1-877-808-7575; email [crc@collins.com](mailto:crc@collins.com); website <https://www.collins-aerospace.com/support>.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at [regulations.gov](http://regulations.gov) under Docket No. FAA-2025-0198.

#### **FOR FURTHER INFORMATION CONTACT:**

Timothy Dowling, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone 206-231-3667; email [timothy.p.dowling@faa.gov](mailto:timothy.p.dowling@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2025-0198; Project Identifier MCAI-2024-00762-T" at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.