DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13821; Project Identifier MCAI–2025–01619–T]

RIN 2120–AA64

Airworthiness Directives; Dassault Aviation Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2024–14–09, which applies to certain Dassault Aviation Model FALCON 7X, FALCON 900EX, and FALCON 2000EX airplanes. AD 2024–14–09 requires replacement of certain titanium screws, adds other locations for screw replacement, and revises the applicability from AD 2022–02–10. Since the FAA issued AD 2024–14–09, affected parts have been found in other areas of certain FALCON 7X airplanes as well as in additional FALCON 7X airplanes. This proposed AD would continue to require the actions in AD 2024–14–09 and would require expanding the applicability to additional airplanes, expanding the locations for screw replacement, and revising the compliance times for parts replacement. This AD would also limit the installation of affected parts under certain conditions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by January 4, 2027.

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*. 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* under Docket No. FAA–2026–13821; 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 NPRM, 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 Dassault Aviation material identified in this proposed AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201–440–6700; website *dassaultfalcon.com*.
- For European Union Aviation Safety Agency (EASA) material identified in this proposed AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*. It is also available at *regulations.gov* under Docket No. FAA–2026–13821.
- 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.

FOR FURTHER INFORMATION CONTACT: Amanda F. Pieraccini, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7329; email: *9-AVS-AIR-BACO-COS@faa.gov*.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under the **ADDRESSES** section. Include ''Docket No. FAA–2026–13821; Project Identifier MCAI–2025–01619–T'' at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, 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 proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as ''PROPIN.'' The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Amanda F. Pieraccini, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7329; email: *9-AVS-AIR-BACO-COS@faa.gov*. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2024–14–09, Amendment 39–22790 (89 FR 72966, September 9, 2024) (AD 2024–14–09), for certain Dassault Aviation Model FALCON 7X, FALCON 900EX, and FALCON 2000EX airplanes. AD 2024–14–09 was prompted by MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2023–0207, dated November 21, 2023 (EASA AD 2023–0207), to correct an unsafe condition.

AD 2024–14–09 requires replacement of certain titanium screws, adds other locations for screw replacement, and revises the applicability. The FAA issued AD 2024–14–09 to address failure of an affected screw installed in a critical location, possibly resulting in reduced structural integrity of the airplane.

Actions Since AD 2024–14–09 Was Issued

Since the FAA issued AD 2024–14–09, EASA superseded EASA AD 2023–0207 and issued EASA AD 2025–0228R1, dated February 6, 2026 (EASA AD 2025–0228R1) (also referred to as the MCAI), to correct an unsafe condition for certain Dassault Aviation Model FALCON 7X, FALCON 900EX, and FALCON 2000EX airplanes. The MCAI states that since EASA issued EASA AD 2023–0207, it was determined that affected parts have been installed in additional areas of certain Model FALCON 7X airplanes already included in the applicability of EASA AD 2023–0207. The MCAI also states that it was

determined that additional Model FALCON 7X airplanes were not included in the applicability of EASA AD 2023–0207. The MCAI further states that the compliance time for parts replacement specified in EASA AD 2023–0207 can be defined in flight cycles (FC) only; therefore, the calendar-based compliance times were removed.

The FAA is proposing this AD to address failure of an affected screw installed in a critical location, possibly resulting in reduced structural integrity of the airplane. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–13821.

Explanation of Retained Requirements

Although this proposed AD does not explicitly restate the requirements of AD 2024–14–09, this proposed AD would retain all of the requirements of AD 2024–14–09. Those requirements are referenced in EASA AD 2025–0228R1, which, in turn, is referenced in paragraph (g) of this proposed AD.

Material Incorporated by Reference Under 1 CFR Part 51

EASA AD 2025–0228R1 specifies procedures for replacing certain Decomatic titanium screws, including an inspection of the bore dimension and corrective actions (oversizing or repair). EASA AD 2025–0228R1 also limits installation of certain Decomatic titanium screws.

This proposed AD would also require Dassault Service Bulletin 7X–467, Revision 2, dated March 20, 2023, which the Director of the Federal Register approved for incorporation by reference as of October 15, 2024 (89 FR 72966, September 9, 2024).

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 the **ADDRESSES** section.

FAA's Determination

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI and material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in EASA AD 2025–0228R1 described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to incorporate EASA AD 2025–0228R1 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2025–0228R1 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2025–0228R1 does not mean that operators need comply only with that section. For example, where the AD requirement refers to ''all required actions and compliance times'', compliance with this AD requirement is not limited to the section titled ''Required Action(s) and Compliance Time(s)'' in EASA AD 2025–0228R1. Service information required by EASA AD 2025–0228R1 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–13821 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 52 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 250 work-hours × $85 per hour = $21,250.	Up to $524 *	Up to $21,774	Up to $1,132,248.

* The FAA estimates that the rental of special tooling to accomplish replacement of any affected Decomatic titanium screw on Model FALCON 7X airplanes, serial number (S/N) 423 through 443 (inclusive), to be $524 per day.

According to the manufacturer, some or all of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected individuals. The FAA does not control warranty coverage for affected individuals. As a result, the FAA has included all known costs in the cost estimate.

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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

■ a. Removing Airworthiness Directive (AD) 2024–14–09, Amendment 39–22790 (89 FR 72966, September 9, 2024); and

■ b. Adding the following new AD:

Dassault Aviation: Docket No. FAA–2026–13821; Project Identifier MCAI–2025–01619–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by January 4, 2027.

(b) Affected ADs

This AD replaces AD 2024–14–09, Amendment 39–22790 (89 FR 72966, September 9, 2024) (AD 2024–14–09).

(c) Applicability

This AD applies to Dassault Aviation airplanes identified in paragraphs (c)(1) through (3) of this AD, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2025–0228R1, dated February 6, 2026 (EASA AD 2025–0228R1).

(1) Model FALCON 7X airplanes.

(2) Model FALCON 900EX airplanes.

(3) Model FALCON 2000EX airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 51, Standard Practices/Structures.

(e) Unsafe Condition

This AD was prompted by a report of an improper heat treatment process applied during the manufacturing of certain Decomatic titanium screws, and by the determination that affected parts in additional areas on certain airplanes, as well as additional airplanes, are subject to the unsafe condition. The FAA is issuing this AD to address failure of an affected screw installed in a critical location, possibly resulting in 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, EASA AD 2025–0228R1.

(h) Exceptions to EASA AD 2025–0228R1

(1) Where EASA AD 2025–0228R1 refers to October 30, 2025 (the effective date of the original issue of EASA AD 2025–0228), this AD requires using the effective date of this AD.

(2) Where the ''Ref Publications'' section of EASA AD 2025–0228R1 specifies ''Dassault SB 7X–467 original issue dated 16 November 2020, Rev. 1 dated 12 December 2022, Rev. 2 dated 20 March 2023, Rev. 03 dated 11 March 2024, Rev. 04 dated 22 April 2024, Rev. 05 dated 09 September 2024 and Rev. 06 dated 10 April 2025 (including its Erratum dated 09 June 2025)'', this AD requires replacing that text with ''Dassault Service Bulletin 7X–467, Rev. 06 dated April 10, 2025 (including its Erratum dated June 09, 2025)''.

(3) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0228R1.

(i) Credit for Previous Actions

(1) For Model FALCON 7X airplanes: This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before October 15, 2024 (the effective date of AD 2024–14–09) using Dassault Service Bulletin 7X–467, dated November 16, 2020, provided the additional work specified in Dassault Service Bulletin 7X–467, Revision 2, dated March 20, 2023, and the additional work specified in the applicable SB as defined in EASA AD 2025–0228R1 is accomplished within the applicable compliance time specified in EASA AD 2025–0228R1.

(2) For Model FALCON 7X airplanes: This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Dassault Service Bulletin 7X–467, Revision 2, dated March 20, 2023, Dassault Service Bulletin 7X–467, Revision 3, dated March 11, 2024, Dassault Service Bulletin 7X–467, Revision 4, dated April 22, 2024, or Dassault Service Bulletin 7X–467, Revision 5, dated September 9, 2024, provided the additional work specified in the applicable SB as defined in EASA AD 2025–0228R1 is accomplished within the applicable compliance time specified in EASA AD 2025–0228R1.

(j) 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, send it to the attention of the person identified in paragraph (k)(1) of this AD and email to: *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 EASA; or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Additional Information

(1) Amanda F. Pieraccini, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7329; email: *9-AVS-AIR-BACO-COS@faa.gov*.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (l)(5) of this AD.

(l) 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.

(3) The following material was approved for IBR on [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) European Union Aviation Safety Agency (EASA) AD 2025–0228R1, dated February 6, 2026.

(ii) [Reserved]

(4) The following material was approved for IBR on October 15, 2024 (89 FR 72966, September 9, 2024).

(i) Dassault Service Bulletin 7X–467, Revision 2, dated March 20, 2023.

(ii) [Reserved]

(5) For Dassault Aviation material identified in this AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201–440–6700; website *dassaultfalcon.com*.

(6) 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*. You may find this material on the EASA website at *ad.easa.europa.eu*.

(7) 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.

(8) 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* or email *fr.inspection@nara.gov*.

Issued on November 17, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–23579 Filed 11–18–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE TREASURY

Financial Crimes Enforcement Network

31 CFR Part 1010

RIN 1506–AB78

Customer Due Diligence Requirements for Covered Financial Institutions

AGENCY: Financial Crimes Enforcement Network (FinCEN), Treasury.

ACTION: Proposed rule.

SUMMARY: FinCEN is issuing this proposed rule to strengthen customer due diligence requirements under the Customer Due Diligence Rule consistent with the policy goals of, and as directed by, Executive Order 14406, *Restoring Integrity to America's Financial System.* Specifically, the proposal ensures financial institutions covered by the Customer Due Diligence Rule collect sufficient information to verify the identities of beneficial owners of legal entity customers and maintain the authority, where warranted, to obtain additional information, including information relevant to whether the beneficial owners of legal entity customers possess lawful immigration status and employment authorization in the United States when such information is relevant to assessing risks.

DATES: Comments must be received by January 19, 2027.

ADDRESSES: Comments must be submitted in one of the following two ways (please choose only one of the ways listed):

• Electronically at *https://www.regulations.gov.* Follow the ''Submit a comment'' instructions under Docket FINCEN–2026–0298. If you are reading this document on federalregister.gov, you may use the green ''SUBMIT A PUBLIC COMMENT'' button beneath this rulemaking's title to submit a comment to the *regulations.gov* docket.

• You may mail written comments to the following address: Regulatory and Strategic Affairs Division, Financial Crimes Enforcement Network, P.O. Box 39, Vienna, VA 22183. Mailed comments must be received by the close of the comment period.

All comments will be made available to the public. Do not include personal identifiable information in submissions; submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication a comment that contains threats of violence, classified information, or information potentially related to a whistleblower submission or that identifies a whistleblower. Comments may be submitted anonymously. When multiple comments are submitted with identical or near-identical content, FinCEN may post only a single representative example of identical or substantially identical comments. All related documents and comments are posted on *https://www.regulations.gov.*

In accordance with 5 U.S.C. 553(b)(4), a summary of this proposed rule may be found at *www.regulations.gov.*

FOR FURTHER INFORMATION CONTACT: FinCEN's Regulatory Support Section by submitting an inquiry at *www.fincen.gov/contact.*

SUPPLEMENTARY INFORMATION:

I. Scope

This proposed rule would amend the Customer Due Diligence (CDD) Rule, which was promulgated under authorities provided by the Bank Secrecy Act (BSA), to strengthen certain customer due diligence requirements. This proposed rule supports the efforts of the Department of the Treasury to make the CDD Rule more effective, risk-based, and focused on the greatest threats to financial institutions and national security, as well as promote Treasury's efforts to reduce unnecessary regulatory burden consistent with Executive Order 14192, *Unleashing Prosperity Through Deregulation.* This proposal implements the directive in Executive Order 14406, *Restoring Integrity to America's Financial System* (hereinafter ''Executive Order 14406'') to propose changes to applicable BSA regulations to strengthen risk-based customer due diligence requirements.

II. Background and Authority

A. The Bank Secrecy Act

Enacted in 1970 and amended several times since, the BSA is designed to combat money laundering, the financing of terrorism, and other illicit finance risks.[1] Congress has authorized the Secretary of the Treasury to administer the BSA. The Secretary has in turn delegated the authority to implement, administer, and enforce compliance with the BSA and its associated regulations to the Director of FinCEN.[2]

Since its original enactment, Congress has expanded the BSA to address various aspects of anti-money laundering (AML) and countering the financing of terrorism (CFT) compliance, including through expansion of the BSA. In 1992, the Annunzio-Wylie Anti-Money Laundering Act[3] gave the Secretary authority to require financial institutions, as defined in the BSA regulations, to ''carry out'' AML programs and to prescribe minimum standards for such programs, including: ''(A) the development of internal policies, procedures, and controls; (B) the designation of a compliance officer; (C) an ongoing employee training program; and (D) an independent audit function to test programs.''[4]

Later, the USA PATRIOT Act further amended the BSA, reinforcing the Annunzio-Wylie framework by making it mandatory for financial institutions to maintain AML programs that meet minimum prescribed standards.[5] The USA PATRIOT Act also, among other things, directed the Secretary to set minimum standards for financial institutions regarding customer identity in connection with the opening of accounts, commonly referred to as customer identification program (CIP) requirements,[6] and expanded the definition of ''financial institution'' under the BSA, and by extension the AML program requirement, to cover certain other financial industry participants (*e.g.,* credit unions and futures commission merchants).[7]

[1] Certain parts of the Currency and Foreign Transactions Reporting Act, its amendments, and the other statutes relating to the subject matter of that Act, are collectively referred to as the Bank Secrecy Act or BSA. These statutes are codified at 12 U.S.C. 1829b, 12 U.S.C. 1951–1960, and 31 U.S.C. 5311–5314 and 5316–5336 and notes thereto, with implementing regulations at 31 CFR chapter X.

[2] *See* Treasury Order 180–01, at ¶ 3 (Jan. 14, 2020), *https://home.treasury.gov/about/general-information/orders-and-directives/treasury-order-180-01; see also* 31 U.S.C. 310(b)(2)(I) (providing that the Director of FinCEN shall ''[a]dminister the requirements of subchapter II of chapter 53 of this title, chapter 2 of title I of Public Law 91–508, and section 21 of the Federal Deposit Insurance Act, to the extent delegated such authority by the Secretary of the Treasury'').

[3] Section 1517 of Public Law 102–550, 106 Stat. 3672 (Oct. 28, 1992) (Annunzio-Wylie).

[4] Section 1517(b) of Public Law 102–550 (amending 31 U.S.C. 5318(h)(1)).

[5] *See* 31 U.S.C. 5318(h), as added by section 352 of the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act of 2001 (USA PATRIOT Act), Public Law 107–56, 115 Stat. 272 (Oct. 26, 2001).

[6] *See* 31 U.S.C. 5318(*l*) as added by section 326 of the USA PATRIOT Act.

[7] *See* 31 U.S.C. 5312(a)(2)(E) and 31 U.S.C. 5312(c), as added by section 321 of the USA PATRIOT Act.