

400). It was formally docketed on April 13, 2023.

FTZ 255 was approved by the FTZ Board on July 3, 2002 (Board Order 1232, 67 FR 48877–48878, July 26, 2002).

The current zone includes the following sites: *Site 1* (276 acres)—Lakeside Corporate Center, 200 Castle Drive, Cascade; *Site 2* (443 acres)—Hagerstown Regional Airport Complex/Bowman Airpark, 18434 Showalter Road, Hagerstown; *Site 4* (438 acres)—Hunter's Green/Hopewell Valley Industrial Complex, Hopewell Road and Halfway Boulevard, Hagerstown; *Site 6* (172 acres)—Interstate Industrial Park, 10228 Governor Lane Boulevard, Williamsport; and, *Site 7* (129 acres)—Mellott Enterprises Industrial Complex, Resley Street, north of Maryland Avenue, Hancock.

The grantee's proposed service area under the ASF would be Washington County, Maryland, as described in the application. If approved, the grantee would be able to serve sites throughout the service area based on companies' needs for FTZ designation. The application indicates that the proposed service area is adjacent to the Baltimore U.S. Customs and Border Protection port of entry.

The applicant is requesting authority to reorganize its existing zone to include all of the existing sites as "magnet" sites. The ASF allows for the possible exemption of one magnet site from the "sunset" time limits that generally apply to sites under the ASF, and the applicant proposes that *Site 2* be so exempted. The applicant is also requesting approval of the following subzone: Proposed Subzone 255A (94.7 acres)—Conair LLC, 10440 Downsville Pike, Hagerstown.

In accordance with the FTZ Board's regulations, Christopher Kemp of the FTZ Staff is designated examiner to evaluate and analyze the facts and information presented in the application and case record and to report findings and recommendations to the FTZ Board.

Public comment is invited from interested parties. Submissions shall be addressed to the FTZ Board's Executive Secretary and sent to: [ftz@trade.gov](mailto:ftz@trade.gov). The closing period for their receipt is June 20, 2023. Rebuttal comments in response to material submitted during the foregoing period may be submitted during the subsequent 15-day period to July 3, 2023.

A copy of the application will be available for public inspection in the "Online FTZ Information Section" section of the FTZ Board's website, which is accessible via [www.trade.gov/ftz](http://www.trade.gov/ftz). For further information, contact

Christopher Kemp at [Christopher.Kemp@trade.gov](mailto:Christopher.Kemp@trade.gov).

Dated: April 13, 2023.

**Elizabeth Whiteman,**  
*Acting Executive Secretary.*

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## DEPARTMENT OF COMMERCE

### Foreign-Trade Zones Board

[B–28–2023]

#### **Foreign-Trade Zone (FTZ) 125, Notification of Proposed Production Activity; Jayco, Inc.; (Motorhomes); Middlebury, Indiana**

Jayco, Inc. submitted a notification of proposed production activity to the FTZ Board (the Board) for its facility in Middlebury, Indiana within FTZ 125. The notification conforming to the requirements of the Board's regulations (15 CFR 400.22) was received on April 10, 2023.

Pursuant to 15 CFR 400.14(b), FTZ production activity would be limited to the specific foreign-status material(s)/component(s) and specific finished product(s) described in the submitted notification (summarized below) and subsequently authorized by the Board. The benefits that may stem from conducting production activity under FTZ procedures are explained in the background section of the Board's website—accessible via [www.trade.gov/ftz](http://www.trade.gov/ftz).

The proposed finished products are motorhomes (duty rate 2.5%).

The proposed foreign-status materials and components include vans and cab chassis (duty rate ranges from 4.0% to 25.0%). The request indicates that certain materials/components are subject to duties under section 301 of the Trade Act of 1974 (section 301), depending on the country of origin. The applicable section 301 decisions require subject merchandise to be admitted to FTZs in privileged foreign status (19 CFR 146.41).

Public comment is invited from interested parties. Submissions shall be addressed to the Board's Executive Secretary and sent to: [ftz@trade.gov](mailto:ftz@trade.gov). The closing period for their receipt is May 30, 2023.

A copy of the notification will be available for public inspection in the "Online FTZ Information System" section of the Board's website.

For further information, contact Juanita Chen at [juanita.chen@trade.gov](mailto:juanita.chen@trade.gov).

Dated: April 14, 2023.

**Elizabeth Whiteman,**  
*Acting Executive Secretary.*

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## DEPARTMENT OF COMMERCE

### Bureau of Industry and Security

#### **Aviastar—TU, 5 b. 7 Leningradsky Prospect, g. Moskva, 125040, Moscow, Russia; Order Renewing Temporary Denial of Export Privileges**

Pursuant to section 766.24 of the Export Administration Regulations, 15 CFR parts 730–774 ("EAR" or "the Regulations"),<sup>1</sup> I hereby grant the request of the Office of Export Enforcement ("OEE") to renew the temporary denial order ("TDO") issued in this matter on October 17, 2022. I find that renewal of this order is necessary in the public interest to prevent an imminent violation of the Regulations.

#### **I. Procedural History**

On April 21, 2022, I signed an order denying Aviastar—TU's ("Aviastar") export privileges for a period of 180 days on the ground that issuance of the order was necessary in the public interest to prevent an imminent violation of the Regulations. The order was issued *ex parte* pursuant to Section 766.24(a) of the Regulations and was effective upon issuance.<sup>2</sup> This temporary denial order was subsequently renewed in accordance with Section 766.24(d) of the Regulations.<sup>3</sup> The renewal order issued

<sup>1</sup> On August 13, 2018, the President signed into law the John S. McCain National Defense Authorization Act for Fiscal Year 2019, which includes the Export Control Reform Act of 2018, 50 U.S.C. 4801–4852 ("ECRA"). While Section 1766 of ECRA repeals the provisions of the Export Administration Act, 50 U.S.C. app. 2401 *et seq.* ("EAA"), (except for three sections which are inapplicable here), section 1768 of ECRA provides, in pertinent part, that all orders, rules, regulations, and other forms of administrative action that were made or issued under the EAA, including as continued in effect pursuant to the International Emergency Economic Powers Act, 50 U.S.C. 1701 *et seq.* ("IEEPA"), and were in effect as of ECRA's date of enactment (August 13, 2018), shall continue in effect according to their terms until modified, superseded, set aside, or revoked through action undertaken pursuant to the authority provided under ECRA. Moreover, section 1761(a)(5) of ECRA authorizes the issuance of temporary denial orders. 50 U.S.C. 4820(a)(5).

<sup>2</sup> The TDO was published in the **Federal Register** on April 26, 2022 (87 FR 24514).

<sup>3</sup> Section 766.24(d) provides that BIS may seek renewal of a temporary denial order for additional 180-day renewal periods, if it believes that renewal is necessary in the public interest to prevent an imminent violation. Renewal requests are to be made in writing no later than 20 days before the

on October 17, 2022 and was effective upon issuance.<sup>4</sup>

On March 7, 2023, BIS, through OEE, submitted a written request for renewal of the TDO that was issued on October 17, 2022. The written request was made more than 20 days before the TDO's scheduled expiration. A copy of the renewal request was sent to Aviastar in accordance with sections 766.5 and 766.24(d) of the Regulations. No opposition to the renewal of the TDO has been received.

## II. Renewal of the TDO

### A. Legal Standard

Pursuant to section 766.24, BIS may issue an order temporarily denying a respondent's export privileges upon a showing that the order is necessary in the public interest to prevent an "imminent violation" of the Regulations, or any order, license or authorization issued thereunder. 15 CFR 766.24(b)(1) and 766.24(d). "A violation may be 'imminent' either in time or degree of likelihood." 15 CFR 766.24(b)(3). BIS may show "either that a violation is about to occur, or that the general circumstances of the matter under investigation or case under criminal or administrative charges demonstrate a likelihood of future violations." *Id.* As to the likelihood of future violations, BIS may show that the violation under investigation or charge "is significant, deliberate, covert and/or likely to occur again, rather than technical or negligent[.]" *Id.* A "lack of information establishing the precise time a violation may occur does not preclude a finding that a violation is imminent, so long as there is sufficient reason to believe the likelihood of a violation." *Id.*

### B. The TDO and BIS's Request for Renewal

The U.S. Commerce Department, through BIS, responded to the Russian Federation's ("Russia's") further invasion of Ukraine by implementing a sweeping series of stringent export controls that severely restrict Russia's access to technologies and other items that it needs to sustain its aggressive military capabilities. These controls primarily target Russia's defense, aerospace, and maritime sectors and are

scheduled expiration date of a temporary denial order.

<sup>4</sup> The October 17, 2022, renewal order was published in the **Federal Register** on October 20, 2022 (87 FR 63760).

intended to cut off Russia's access to vital technological inputs, atrophy key sectors of its industrial base, and undercut Russia's strategic ambitions to exert influence on the world stage. Effective February 24, 2022, BIS imposed expansive controls on aviation-related (e.g., Commerce Control List Categories 7 and 9) items to Russia, including a license requirement for the export, reexport or transfer (in-country) to Russia of any aircraft or aircraft parts specified in Export Control Classification Number ("ECCN") 9A991 (section 746.8(a)(1) of the EAR).<sup>5</sup> BIS will review any export or reexport license applications for such items under a policy of denial. *See* section 746.8(b). Effective March 2, 2022, BIS excluded any aircraft registered in, owned, or controlled by, or under charter or lease by Russia or a national of Russia from being eligible for license exception Aircraft, Vessels, and Spacecraft ("AVS") (section 740.15 of the EAR).<sup>6</sup> Accordingly, any U.S.-origin aircraft or foreign aircraft that includes more than 25% controlled U.S.-origin content, and that is registered in, owned, or controlled by, or under charter or lease by Russia or a national of Russia, is subject to a license requirement before it can travel to Russia.

This OEE request for renewal is based upon the facts underlying the issuance of the initial TDO and the renewal order subsequently issued in this matter on October 17, 2022, as well as other evidence developed during this investigation. These facts and evidence demonstrate that Aviastar continues to act in blatant disregard for U.S. export controls and the applicable TDO. Specifically, the initial TDO, issued on April 21, 2022, was based on evidence that Aviastar engaged in conduct prohibited by the Regulations by operating multiple aircraft subject to the EAR and classified under ECCN 9A991.b on flights into and out of Russia after March 2, 2022 from destinations including, but not limited to, Hangzhou, China; Shenzhen, China; and Zhengzhou, China from/to

<sup>5</sup> 87 FR 12226 (Mar. 3, 2022). Additionally, BIS published a final rule effective April 8, 2022, which imposed licensing requirements on items controlled on the Commerce Control List ("CCL") under Categories 0–2 that are destined for Russia or Belarus. Accordingly, now all CCL items require export, reexport, and transfer (in-country) licenses if destined for or within Russia or Belarus. 87 FR 22130 (Apr. 14, 2022).

<sup>6</sup> 87 FR 13048 (Mar. 8, 2022).

Novosibirsk, Russia and Abakan, Russia, without the required BIS authorization.<sup>7</sup> Further evidence submitted by BIS indicated that Aviastar was continuing to operate aircraft subject to the EAR domestically on flights within Russia, potentially in violation of Section 736.2(b)(10) of the Regulations.

As discussed in the October 17, 2022 renewal order, evidence presented by BIS indicated that, after the initial order issued, Aviastar continued to operate aircraft subject to the EAR and classified under ECCN 9A991.b on flights both into and out of Russia, in violation of the Regulations and the TDO itself.<sup>8</sup> Specifically, the October 17, 2022 renewal order detailed Aviastar's continued operation of aircraft subject to the EAR, including, but not limited to, on flights into and out of Russia from/to Zhengzhou, China and Hangzhou, China, as well as on domestic flights within Russia.<sup>9</sup>

Since that time, Aviastar has continued to engage in conduct prohibited by the applicable TDO and Regulations. In its March 7, 2023 request for renewal of the TDO, BIS submitted evidence that Aviastar is operating aircraft subject to the EAR, which were flown into Russia on or after March 2, 2022, on flights within Russia in violation of the October 17, 2022 TDO and/or the Regulations. Specifically, BIS's evidence and related investigation demonstrates that Aviastar has continued to operate aircraft subject to the EAR, including, but not limited to, on flights from/to Novosibirsk, Russia, Moscow, Russia, Blagoveshchensk, Russia, Ulan-Ude, Russia, and Krasnoyarsk, Russia in apparent violation of section 736.2(b)(10) of the Regulations, as well as the previously issued TDO.

Information about those flights includes, but is not limited to, the following:

<sup>7</sup> Publicly available flight tracking information shows that on April 10, 2022, serial number (SN) 27054 flew from Hangzhou, China to Novosibirsk, Russia, and on April 12, 2022, SN 27054 flew from Zhengzhou, China to Abakan, Russia. In addition, on April 12, 2022, SN 27053 flew from Shenzhen, China to Abakan, Russia.

<sup>8</sup> Engaging in conduct prohibited by a denial order violates the Regulations. 15 CFR 764.2(a) and (k).

<sup>9</sup> Publicly available flight tracking information shows that on May 22, 2022, SN 27054 flew from Zhengzhou, China to Novosibirsk, Russia, and on May 25, 2022, SN 27053 flew from Hangzhou, China to Novosibirsk, Russia. In addition, on September 22, 2022, SN 25731 flew from Irkutsk, Russia to Moscow, Russia.

Tail No.	Serial No.	Aircraft type	Departure/arrival cities	Dates
RA-73351 ..	25696 .....	757-223 (B752) ....	Novosibirsk, RU/Moscow, RU .....	March 7, 2023.
RA-73351 ..	25696 .....	757-223 (B752) ....	Nizhnevartovsk, RU/Yakutsk, RU .....	March 6, 2023
RA-73351 ..	25696 .....	757-223 (B752) ....	Norilsk, RU/Moscow, RU .....	March 6, 2023.
RA-73351 ..	25696 .....	757-223 (B752) ....	Blagoveshchensk, RU/Novosibirsk, RU .....	March 3, 2023.
RA-73351 ..	25696 .....	757-223 (B752) ....	Vladivostok, RU/Krasnoyarsk, RU .....	March 3, 2023.
RA-73354 ..	27053 .....	757-223 (B752) ....	Ulan-Ude, RU/Moscow, RU .....	March 7, 2023.
RA-73354 ..	27053 .....	757-223 (B752) ....	Krasnoyarsk, RU/Norilsk, RU .....	March 5, 2023.
RA-73354 ..	27053 .....	757-223 (B752) ....	Mirny, RU/Ulan-Ude, RU .....	March 2, 2023.
RA-73354 ..	27053 .....	757-223 (B752) ....	Novosibirsk, RU/Mirny, RU .....	February 24, 2023.

**III. Findings**

Under the applicable standard set forth in section 766.24 of the Regulations and my review of the entire record, I find that the evidence presented by BIS convincingly demonstrates that Aviastar has acted in violation of the Regulations and the TDO; that such violations have been significant and deliberate; and that given the foregoing and the nature of the matters under investigation, there is a likelihood of imminent violations. Therefore, renewal of the TDO is necessary in the public interest to prevent imminent violation of the Regulations and to give notice to companies and individuals in the United States and abroad that they should avoid dealing with Aviastar, in connection with export and reexport transactions involving items subject to the Regulations and in connection with any other activity subject to the Regulations.

**IV. Order**

*It is therefore ordered:*

*First*, Aviastar-TU, 5 b. 7

Leningradsky prospekt, g. Moskva, 125040, Moscow, Russia, when acting for or on their behalf, any successors or assigns, agents, or employees may not, directly or indirectly, participate in any way in any transaction involving any commodity, software or technology (hereinafter collectively referred to as "item") exported or to be exported from the United States that is subject to the EAR, or in any other activity subject to the EAR including, but not limited to:

A. Applying for, obtaining, or using any license (except directly related to safety of flight), license exception, or export control document;

B. Carrying on negotiations concerning, or ordering, buying, receiving, using, selling, delivering, storing, disposing of, forwarding, transporting, financing, or otherwise servicing in any way, any transaction involving any item exported or to be exported from the United States that is subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of

the Regulations, or engaging in any other activity subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations; or

C. Benefiting in any way from any transaction involving any item exported or to be exported from the United States that is subject to the EAR, or from any other activity subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations.

*Second*, that no person may, directly or indirectly, do any of the following:

A. Export, reexport, or transfer (in-country) to or on behalf of Aviastar any item subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations;

B. Take any action that facilitates the acquisition or attempted acquisition by Aviastar of the ownership, possession, or control of any item subject to the EAR that has been or will be exported from the United States, including financing or other support activities related to a transaction whereby Aviastar acquires or attempts to acquire such ownership, possession or control except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations;

C. Take any action to acquire from or to facilitate the acquisition or attempted acquisition from Aviastar of any item subject to the EAR that has been exported from the United States except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations;

D. Obtain from Aviastar in the United States any item subject to the EAR with knowledge or reason to know that the item will be, or is intended to be, exported from the United States except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations; or

E. Engage in any transaction to service any item subject to the EAR that has been or will be exported from the United States and which is owned, possessed or controlled by Aviastar, or service any item, of whatever origin,

that is owned, possessed or controlled by Aviastar if such service involves the use of any item subject to the EAR that has been or will be exported from the United States except directly related to safety of flight and authorized by BIS pursuant to section 764.3(a)(2) of the Regulations. For purposes of this paragraph, servicing means installation, maintenance, repair, modification, or testing.

Third, that, after notice and opportunity for comment as provided in section 766.23 of the EAR, any other person, firm, corporation, or business organization related to Aviastar by ownership, control, position of responsibility, affiliation, or other connection in the conduct of trade or business may also be made subject to the provisions of this Order.

In accordance with the provisions of sections 766.24(e) of the EAR, Aviastar may, at any time, appeal this Order by filing a full written statement in support of the appeal with the Office of the Administrative Law Judge, U.S. Coast Guard ALJ Docketing Center, 40 South Gay Street, Baltimore, Maryland 21202-4022.

In accordance with the provisions of section 766.24(d) of the EAR, BIS may seek renewal of this Order by filing a written request not later than 20 days before the expiration date. A renewal request may be opposed by Aviastar as provided in section 766.24(d), by filing a written submission with the Assistant Secretary of Commerce for Export Enforcement, which must be received not later than seven days before the expiration date of the Order.

A copy of this Order shall be provided to Aviastar, and shall be published in the **Federal Register**.

This Order is effective immediately and shall remain in effect for 180 days.

**Matthew S. Axelrod**,  
Assistant Secretary of Commerce for Export Enforcement.

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