

**Subpart C—Borrower Management and Operations Responsibilities**

■ 3. Amend § 3560.103 by revising and republishing paragraph (a)(3)(xx) to read as follows:

**§ 3560.103 Maintaining housing projects.**

(a) \* \* \*

(3) \* \* \*

(xx) *Smoke alarms.* The housing project must have Qualifying Smoke Alarms which are installed in accordance with applicable codes and standards as set forth in sections 514(k), 515(m), and 516(c) of the Housing Act of 1949 (42 U.S.C. 1471 *et seq.*), in each level and in or near each sleeping area in such dwelling unit, including in basements but excepting crawl spaces and unfinished attics, and in each common area in a project containing such a dwelling unit.

(A) Dwelling units built before December 29, 2022, and not substantially rehabilitated after December 29, 2022, smoke alarms must:

(1) Be hardwired; or

(2) Use 10-year non rechargeable, nonreplaceable primary batteries,

(i) Be sealed,

(ii) Tamper resistant,

(iii) Contain silencing means; and

(3) Provide notification for persons with hearing loss as required by applicable standards set forth in sections 514(k), 515(m), and 516(c) of the Housing Act of 1949 (42 U.S.C. 1471 *et seq.*).

(B) Dwelling units built or substantially rehabilitated after December 29, 2022; smoke alarms must be hardwired.

\* \* \* \* \*

Joaquin Altoro,

Administrator, Rural Housing Service.

[FR Doc. 2024–30216 Filed 12–18–24; 8:45 am]

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**DEPARTMENT OF ENERGY****10 CFR Part 431****Energy Efficiency Program for Certain Commercial and Industrial Equipment****CFR Correction**

This rule is being published by the Office of the Federal Register to correct an editorial or technical error that appeared in the most recent annual revision of the Code of Federal Regulations.

In Title 10 of the Code of Federal Regulations, Parts 200 to 499, revised as of January 1, 2024, make the following corrections:

■ 1. Amend Appendix C to subpart R of part 431 in section 3.2.7.1, in the table, by removing the words “Table 1” and adding in its place, the words “Table C.4”.

■ 2. Amend Appendix C1 to subpart R of part 431 by reinstating the heading and introductory text to section 3.2.5 before Table 15 to read as follows:

**Appendix C1 to Subpart R of Part 431—Uniform Test Method for the Measurement of Net Capacity and AWEF2 of Walk-In Cooler and Walk-In Freezer Refrigeration Systems**

\* \* \* \* \*

3. \* \* \*

3.2 \* \* \*

3.2.5 Test Operating Conditions for Two-Capacity Indoor Matched-Pair or Single-Packaged Refrigeration Systems

For two-capacity indoor medium-temperature matched-pair or single-packaged refrigeration systems, conduct tests using the test conditions specified in table 15 of this appendix. For two-capacity indoor low-temperature matched-pair or single-packaged refrigeration systems, conduct tests using the test conditions specified in table 16 of this appendix.

\* \* \* \* \*

[FR Doc. 2024–30077 Filed 12–18–24; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2024–1468; Project Identifier MCAI–2023–00975–T; Amendment 39–22840; AD 2024–18–06]

RIN 2120–AA64

**Airworthiness Directives; Bombardier, Inc., Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model BD–700–2A12 airplanes. This AD was prompted by reports that the pivot door pressure seals on the thrust reverser fixed structure were found disbonded or missing on several airplanes. This AD requires inspecting the pivot door pressure seals and accomplishing applicable corrective actions. This AD also requires a functional test of the thrust reversers. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective January 23, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 23, 2025.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2024–1468; 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 Bombardier, Inc. material identified in this AD, contact Bombardier Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–2999; email [ac.yul@aero.bombardier.com](mailto:ac.yul@aero.bombardier.com); website: [bombardier.com](https://www.bombardier.com).

- 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](https://www.regulations.gov) under Docket No. FAA–2024–1468.

**FOR FURTHER INFORMATION CONTACT:**

Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email [joseph.catanzaro@faa.gov](mailto:joseph.catanzaro@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 certain Bombardier, Inc., Model BD–700–2A12 airplanes. The NPRM published in the **Federal Register** on May 22, 2024 (89 FR 44933). The NPRM was prompted by AD CF–2023–61, dated August 16, 2023, issued by Transport Canada, which is the aviation authority for Canada (Transport Canada AD CF–2023–61) (also referred to as the MCAI). The MCAI states that the pivot door pressure seals on the thrust reverser fixed structure were found disbonded or missing on several airplanes.

In the NPRM, the FAA proposed to require inspecting the pivot door pressure seals and accomplishing applicable corrective actions. The FAA also proposed to require a functional