Authority: 12 U.S.C. 1814–1817, 1819–1820, 1828, 1831u and 2901–2908, 3103–3104, and 3108(a).

§ 345.27 [Amended]

■ 26. Amend § 345.27 in the headings of paragraphs (c)(4) and (c)(4)(i) by removing the text ''[*Operations subsidiaries or operating subsidiaries*]'' wherever it appears and adding the text ''*Operating subsidiaries*'' in its place.

§ 345.51 [Amended]

■ 27. Amend § 345.51 in paragraph (a)(2)(i) by removing the text ''§§ 345.12 through 345.15, 345.17 through 345.30, and 345.42(a)'' and adding the text ''§§ 345.12 through 345.30, 345.42(a), 345.43, and 345.44'' in its place.

Appendix B to Part 345 [Amended]

■ 28. Amend appendix B in paragraphs III.c.1 and 2 by removing ''12 CFR 25.42(b), 228.42(b), or 345.42(b)'' and adding ''§ 345.42(b) or 12 CFR 25.42(b) or 228.42(b)'' in its place.

■ 29. Amend appendix G by revising § 345.12(u)(1) to read as follows:

Appendix G to Part 345—Community Reinvestment Regulations

* * * * *

§ 345.12 Definitions.

* * * * *

(u) * * *

(1) *Definition. Small bank* means a bank that, as of December 31 of either of the prior two calendar years, had assets of less than $1.564 billion. *Intermediate small bank* means a small bank with assets of at least $391 million as of December 31 of both of the prior two calendar years and less than $1.564 billion as of December 31 of either of the prior two calendar years.

* * * * *

PART 346—DISCLOSURE AND REPORTING OF CRA-RELATED AGREEMENTS

■ 30. The authority citation for part 346 continues to read as follows:

Authority: 12 U.S.C. 1831y.

■ 31. Amend § 346.4 by revising paragraph (a)(2) to read as follows:

§ 346.4 Fulfillment of the CRA.

(a) * * *

(2) *Activities given favorable CRA consideration.* Performing any of the following activities if the activity is of the type that is likely to receive favorable consideration by a Federal banking agency in evaluating the performance under the CRA of the insured depository institution that is a party to the agreement or an affiliate of a party to the agreement—

(i) Home-purchase, home-improvement, small business, small farm, community development, and consumer lending, as described in § 345.22 of appendix G to 12 CFR part 345, including loan purchases, loan commitments, and letters of credit;

(ii) Making investments, deposits, or grants, or acquiring membership shares, that have as their primary purpose community development, as described in § 345.23 of appendix G to 12 CFR part 345;

(iii) Delivering retail banking services as described in § 345.24(d) of appendix G to 12 CFR part 345;

(iv) Providing community development services, as described in § 345.24(e) of appendix G to 12 CFR part 345;

(v) In the case of a wholesale or limited-purpose insured depository institution, community development lending, including originating and purchasing loans and making loan commitments and letters of credit, making qualified investments, or providing community development services, as described in § 345.25(c) of appendix G to 12 CFR part 345;

(vi) In the case of a small insured depository institution, any lending or other activity described in § 345.26(a) of appendix G to 12 CFR part 345; or

(vii) In the case of an insured depository institution that is evaluated on the basis of a strategic plan, any element of the strategic plan, as described in § 345.27(f) of appendix G to 12 CFR part 345.

* * * * *

§ 346.6 [Amended]

■ 32. Amend § 346.6 in paragraph (b)(7) by removing the text ''12 CFR 345.43'' and adding the text ''§ 345.43 of appendix G to 12 CFR part 345'' in its place.

§ 346.11 [Amended]

■ 33. Amend § 346.11 in paragraph (d) by removing the text ''12 CFR 345.43'' and adding the text ''§ 345.43 of appendix G to 12 CFR part 345'' in its place.

Michael J. Hsu,

Acting Comptroller of the Currency.

By order of the Board of Governors of the Federal Reserve System.

Ann E. Misback,

Secretary of the Board.

Federal Deposit Insurance Corporation.

By order of the Board of Directors.

Dated at Washington, DC, on March 21, 2024.

James P. Sheesley,

Assistant Executive Secretary.

[FR Doc. 2024–06497 Filed 3–28–24; 8:45 am]

BILLING CODE 4810–33–P; 6210–01–P; 6714–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–2000; Project Identifier MCAI–2023–00415–T; Amendment 39–22678; AD 2024–03–08]

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–700–1A10 and BD–700–1A11 airplanes. This AD was prompted by reports that some overheat detection sensing elements of the bleed air leak detection system were manufactured with insufficient salt fill, which can result in an inability to detect hot bleed air leaks. This AD requires maintenance records verification, and if an affected part is installed, would prohibit the use of certain Master Minimum Equipment List (MMEL) items under certain conditions by requiring revising the operator's existing Minimum Equipment List (MEL). This AD also requires testing the overheat detection sensing elements, marking each serviceable sensing element with a witness mark, and replacing each nonserviceable part with a serviceable part. This AD also prohibits the installation of affected parts under certain conditions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 3, 2024.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of May 3, 2024.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2023–2000; 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 service information identified in this final rule, 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;* website *bombardier.com*.
- For Liebherr-Aerospace Toulouse SAS service information identified in this final rule, contact Liebherr-Aerospace Toulouse SAS, 408, Avenue des Etats-Unis-B.P.52010, 31016 Toulouse Cedex, France; telephone +33 (0)5.61.35.28.28; fax +33 (0)5.61.35.29.29; email *techpub.toulouse@liebherr.com;* website *liebherr.aero*.
- 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. It is also available in the AD docket at *regulations.gov* under Docket No. FAA–2023–2000.

FOR FURTHER INFORMATION CONTACT: Steven Dzierzynski, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email *9-avs-nyaco-cos@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–700–1A10 and BD–700–1A11 airplanes. The NPRM published in the **Federal Register** on November 15, 2023 (88 FR 78251). The NPRM was prompted by AD CF–2023–17, dated March 8, 2023 (Transport Canada AD CF–2023–17) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states that Bombardier received reports from the supplier of the overheat detection sensing elements of a manufacturing quality escape. Some of the sensing elements of the bleed air leak detection system were manufactured with insufficient salt fill. This condition can result in an inability to detect hot bleed air leaks, which can cause damage to surrounding structures and systems and prevent continued safe flight and landing.

In the NPRM, the FAA proposed to require maintenance records verification, and if an affected part is installed, would prohibit the use of certain MMEL items under certain conditions by requiring revising the operator's existing MEL. The NPRM also proposed to require testing the overheat detection sensing elements, marking each serviceable sensing element with a witness mark, and replacing each nonserviceable part with a serviceable part. The NPRM also proposed to prohibit the installation of affected parts under certain conditions. 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–2023–2000.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from NetJets. The following presents the comment received on the NPRM and the FAA's response to the comment.

Request for Clarification on Location of Date of Manufacture

NetJets requested a statement be added to paragraph (h) of the proposed AD that the date of manufacture can be found in the aircraft maintenance logbook, in addition to the identification plate of the airplane on certain airplanes. This information is stated in Transport Canada AD CF–2023–17, Part II, paragraph (A). NetJets further stated that Bombardier no longer stamps a date on the airframe data plate.

The FAA agrees the date of manufacture can be found either on the identification plate of certain airplanes or in the aircraft maintenance logbook. The FAA has amended paragraph (h) of this AD to specify the two locations where the date of manufacture can be found.

Change to NPRM Applicability

Paragraph (c) of this AD has been revised to clarify that the applicability is limited to certain serial numbers, which are also identified in Transport Canada AD CF–2023–17.

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, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Related Service Information Under 1 CFR Part 51

The FAA reviewed Liebherr Service Bulletin CFD–F1958–26–01, dated May 6, 2022, which specifies part numbers for affected sensing elements.

The FAA reviewed the following Bombardier service bulletins, which specify procedures for testing each leak detection loop (LDL) sensing element installed on the airplane, marking each serviceable sensing element with a witness mark, and replacing each nonserviceable part with a serviceable part. These documents are distinct since they apply to different airplane models and configurations.

- Bombardier Service Bulletin 700–1A11–36–005, Basic Issue, dated December 23, 2022;
- Bombardier Service Bulletin 700–36–026, Basic Issue, dated December 23, 2022;
- Bombardier Service Bulletin 700–36–5002, Basic Issue, dated December 23, 2022;
- Bombardier Service Bulletin 700–36–5501, Basic Issue, dated December 23, 2022; and
- Bombardier Service Bulletin 700–36–6002, Basic Issue, dated December 23, 2022;
- Bombardier Service Bulletin 700–36–6501, Basic Issue, dated December 23, 2022.

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.

Costs of Compliance

The FAA estimates that this AD affects 160 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
Up to 140 work-hours × $85 per hour = $11,900	$0	Up to $11,900	Up to $1,904,000.

The FAA has received no definitive data on which to base the cost estimates for the on-condition actions specified in this AD. The FAA estimates it takes up to 1.5 hours to replace one sensor.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

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:

2024–03–08 Bombardier, Inc.: Amendment 39–22678; Docket No. FAA–2023–2000; Project Identifier MCAI–2023–00415–T.

(a) Effective Date

This airworthiness directive (AD) is effective May 3, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model BD–700–1A10 and BD–700–1A11 airplanes, certificated in any category, serial numbers 9002 through 9879 inclusive, 9998, and 60001 and subsequent.

(d) Subject

Air Transport Association (ATA) of America Code: 36, Pneumatic.

(e) Unsafe Condition

This AD was prompted by reports that some overheat detection sensing elements of the bleed air leak detection system were manufactured with insufficient salt fill. The FAA is issuing this AD to address non-conforming sensing elements of the bleed air leak detection system. The unsafe condition, if not addressed, could result in an inability to detect hot bleed air leaks and consequent damage to surrounding structures and systems, which could prevent continued safe flight and landing.

(f) Compliance

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

(g) Definitions

For the purpose of this AD, the definitions specified in paragraphs (g)(1) through (3) of this AD apply.

(1) The following Model BD–700–1A10 and BD–700–1A11 airplane groups are identified in (g)(1)(i) through (iv) of this AD:

(i) Group A airplanes: serial numbers (S/N) 9002 through 9151 inclusive, and 9153.

(ii) Group B airplanes: S/N 9152, 9154 through 9879 inclusive, 9998, 60001 through 60041 inclusive, 60043, 60044, 60045, and 60051.

(iii) Group C airplanes: S/N 60042, 60046, 60047, 60049, 60053, and subsequent.

(iv) Group D airplanes: S/N 60048, 60050, and 60052.

(2) An affected part is a sensing element marked with a date code A0448 through A2104 inclusive and having an LTS/Kidde part number specified in Liebherr Service Bulletin CFD–F1958–26–01, dated May 6, 2022, unless that sensing element meets the criteria specified in paragraph (g)(2)(i) or (ii) of this AD.

(i) The sensing element has been tested as specified in Section 3 of the Accomplishment Instructions of Kidde Aerospace and Defense Service Bulletin CFD–26–1, Revision 6, dated February 28, 2022, or earlier revisions, and has been found to be serviceable; and the sensing element has been marked on one face of its connector hex nut and packaged as specified in Section 3.C. of the Accomplishment Instructions of Kidde Aerospace and Defense Service Bulletin CFD–26–1, Revision 6, dated February 28, 2022, or earlier revisions.

(ii) The sensing element has been tested and found to be serviceable as specified in paragraph (j) of this AD; and the sensing element has been marked on one face of one connector hex nut with one green mark, as specified in Figure 4 (the figure is representative for all sensing elements) in the Accomplishment Instructions of the applicable Bombardier service bulletin (BA SB) in figure 1 to paragraph (g)(2)(ii) of this AD.

Figure 1 to Paragraph (g)(2)(ii)—Applicable Service Information

BILLING CODE 4910–13–P

Airplane Model (Marketing Designation)	**Applicable BA SB**
BD-700-1A10 (Global Express & Global Express XRS)	SB 700-36-026
BD-700-1A11 (Global 5000)	SB 700-1A11-36-005
BF-700-1A11 (Global 5000 featuring Global Vision Flight Deck)	SB 700-36-5002
BD-700-1A10 (Global 6000)	SB 700-36-6002
BD-700-1A11 (Global 5500)	SB 700-36-5501
BD-700-1A10 (Global 6500)	SB 700-36-6501

(3) A serviceable part is a sensing element that is not an affected part.

(h) Maintenance Records Verification

For Groups A and C whose airplane date of manufacture, as identified on the identification plate of the airplane or in the aircraft maintenance logbook, is on or before July 27, 2022 (the effective date of Transport Canada AD CF–2022–38): Within 60 days after the effective date of this AD, examine the airplane maintenance records to verify whether any affected part has been installed since the airplane date of manufacture, as identified on the identification plate of the airplane or in the aircraft maintenance logbook.

(1) If the maintenance records confirm that an affected part has been installed, or if it cannot be confirmed that an affected part has not been installed, paragraphs (i) and (j) of this AD must be complied with within the applicable compliance times specified in paragraphs (i) and (j) of this AD.

(2) For Groups A and C airplanes: if the maintenance records confirm that no affected parts have been installed since airplane date of manufacture, then paragraphs (i) and (j) of this AD are not applicable.

(i) Minimum Equipment List (MEL) Revision

For Groups B and D airplanes, and Groups A and C airplanes required by paragraph (h) of this AD: Within 90 days after the effective date of this AD, revise the operator's existing MEL by incorporating the information specified in figures 2 through 8 to paragraph (i) of this AD, as applicable. This may be done by inserting a copy of this information into the operator's existing MEL.

Figure 2 to Paragraph (i)—MMEL Item 36–12–01

MMEL Item 36-12-01

1. System & Sequence No Item No de système/série article	2. Number Installed Nombre d'article installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions
36 - PNEUMATICS 12-01 Bleed Leak Detection Loops C	18	9	(O) Either loop A or loop B may be inoperative provided redundant loop in the same zone is operative.

1. PLACARD

(1) Put a BLEED LEAK DETECTION LOOPS INOPERATIVE placard on the instrument panel.

2. OPERATIONS (O)

Before each flight:

(1) Make sure that the aeroplane is not powered on and that engines and APU are OFF.

a. Connect electrical power to the aeroplane as follows:

Note: Do not use a Jet Airstart Cart or High Pressure Ground Cart.

i. Connect external AC power, OR

ii. Start the APU as follows:

1. On the ELECTRICAL control panel, set the BATT MASTER switch to ON.
2. On the BLEED/AIR COND control panel, make sure that the APU BLEED switch is set to OFF.
3. On the APU control panel, turn the APU switch to START.

b. When external AC power is on or APU is running, wait a minimum of 6 minutes.

c. After 6 minutes, make sure that the EICAS primary display shows as follows:

i. If the Advisory L BLEED FAULT or R BLEED FAULT shows, DISPATCH IS PERMITTED.

Note: If the Advisory L BLEED FAULT or R BLEED FAULT shows, it confirms it is not heat related and therefore cannot be a potential leak in the presence of an affected part.

ii. If the Advisory L BLEED FAULT or R BLEED FAULT does not show, DISPATCH IS NOT PERMITTED.

Note: If the Advisory L BLEED FAULT or R BLEED FAULT does not show, it confirms that it is heat related and therefore could be a potential leak in the presence of an affected part.

d. If required, remove external AC power from the aeroplane.

e. If required, set APU BLEED to AUTO.

Figure 3 to Paragraph (i)—MMEL Item

BILLING CODE 36–12–01–1

MMEL Item 36-12-01-1

1. System & Sequence No Item No de système/série article	2. Number Installed Nombre d'article installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions
36 - PNEUMATICS			
12-01 Bleed Leak Detection Loops C	18	9	(O) Either loop A or loop B may be inoperative provided redundant loop in the same zone is operative.
1) Wing Anti-Ice Leak C	12	6	(M) (O) One loop in each section may be inoperative provided: a) Power-up BIT test is performed on system prior to each dispatch into icing, and b) Cause of WING ANTI-ICE FAULT Advisory message is confirmed by maintenance.

1. PLACARD

(1) Put a WING ANTI-ICE LEAK INOPERATIVE placard on the instrument panel.

2. OPERATIONS (O)

Before each flight:

(1) Make sure that the aeroplane is not powered on and that engines and APU are OFF.

a. Connect electrical power to the aeroplane as follows:

Note: Do not use a Jet Airstart Cart or High Pressure Ground Cart.

i. Connect external AC power, OR

ii. Start the APU as follows:

1. On the ELECTRICAL control panel, set the BATT MASTER switch to ON.
2. On the BLEED/AIR COND control panel, make sure that the APU BLEED switch is set to OFF.
3. On the APU control panel, turn the APU switch to START.

b. When external AC power is on or APU is running, wait a minimum of 6 minutes.

c. After 6 minutes, make sure that the EICAS primary display shows as follows:

i. If the Advisory WING A/ICE FAULT shows, DISPATCH IS PERMITTED unless step (2) of the Maintenance (M) procedure under (3) below does not pass, in which case DISPATCH IS NOT PERMITTED.

Note: If the Advisory WING A/ICE FAULT shows, it confirms it is not heat related and therefore cannot be a potential leak in the presence of an affected part.

ii. If the Advisory WING A/ICE FAULT does not show, DISPATCH IS NOT PERMITTED.

Note: If the Advisory WING A/ICE FAULT does not show, it confirms that it is heat related and therefore could be a potential leak in the presence of an affected part.

d. If required, remove external AC power from the aeroplane.

e. If required, set APU BLEED to AUTO.

3. MAINTENANCE (M)

The requirement to perform this section is conditional on (1)(c)(i) under the Operations (O) procedure above.

(1) Power-up BIT test is performed on system prior to each dispatch into icing.

(2) The cause of the WING ANTI-ICE FAULT Advisory message is to be confirmed by maintenance personnel to make sure that no section has encountered a dual loop failure.

Figure 4 to Paragraph (i)—MMEL Item

BILLING CODE 36–12–01–2

MMEL Item 36-12-01-2

1. System & Sequence No Item No de système/série article	2. Number Installed Nombre d'article installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions
36 - PNEUMATICS			
12-01 Bleed Leak Detection Loops C	18	9	(O) Either loop A or loop B may be inoperative provided redundant loop in the same zone is operative.
...			...
2) Trim Air Leak C	2	1	(O) Except for ER operations, one loop may be inoperative.

1. PLACARD

(1) Put a TRIM AIR LEAK INOPERATIVE placard on the instrument panel.

2. OPERATIONS (O)

Before each flight:

(1) Make sure that the aeroplane is not powered on and that engines and APU are OFF.

a. Connect electrical power to the aeroplane as follows:

Note: Do not use a Jet Airstart Cart or High Pressure Ground Cart.

i. Connect external AC power, OR

ii. Start the APU as follows:

1. On the ELECTRICAL control panel, set the BATT MASTER switch to ON.

2. On the BLEED/AIR COND control panel, make sure that the APU BLEED switch is set to OFF.

3. On the APU control panel, turn the APU switch to START.

b. When external AC power is on or APU is running, wait a minimum of 6 minutes.

c. After 6 minutes, make sure that the EICAS primary display shows as follows:

i. If the Advisory TRIM AIR FAULT shows, DISPATCH IS PERMITTED.

Note: If the Advisory TRIM AIR FAULT shows, it confirms it is not heat related and therefore cannot be a potential leak in the presence of an affected part.

ii. If the Advisory TRIM AIR FAULT does not show, DISPATCH IS NOT PERMITTED.

Note: If the Advisory TRIM AIR FAULT does not show, it confirms that it is heat related and therefore could be a potential leak in the presence of an affected part.

d. If required, remove external AC power from the aeroplane.

e. If required, set APU BLEED to AUTO.

Figure 5 to Paragraph (i)—L BLEED FAULT

L BLEED FAULT

CAS Indication	1.	2. Dispatch Consideration
L BLEED FAULT (Advisory)	C	(O) Aircraft may be dispatched provided, prior to each flight: a) None of the following messages are also posted: – R BLEED SYS FAIL Caution; – R WING ANTI-ICE FAIL Caution; – XBLEED FAIL Caution; – R BLEED FAULT Advisory; – WING ANTI-ICE FAULT Advisory; b) Left PRV and left HPSOV open and close correctly in response to L BLEED OFF switch selection, as indicated on Synoptic Page; c) Left HPSOV is open at engine idle and closed at high thrust settings, as indicated on Synoptic Page; d) WING XBLEED FROM R is selected and remains open; and e) Operations are not conducted in known or forecast icing conditions.

1. OPERATIONS (O)

Before each flight:

(1) Make sure that the aeroplane is not powered on and that engines and APU are OFF.

a. Connect electrical power to the aeroplane as follows:

Note: Do not use a Jet Airstart Cart or High Pressure Ground Cart.

i. Connect external AC power, OR

ii. Start the APU as follows:

1. On the ELECTRICAL control panel, set the BATT MASTER switch to ON.

2. On the BLEED/AIR COND control panel, make sure that the APU BLEED switch is set to OFF.

3. On the APU control panel, turn the APU switch to START.

b. When external AC power is on or APU is running, wait a minimum of 6 minutes.

c. After 6 minutes, make sure that the EICAS primary display shows as follows:

i. If the Advisory L BLEED FAULT shows, DISPATCH IS PERMITTED.

Note: If the Advisory L BLEED FAULT shows, it confirms it is not heat related and therefore cannot be a potential leak in the presence of an affected part.

ii. If the Advisory L BLEED FAULT does not show, DISPATCH IS NOT PERMITTED.

Note: If the Advisory L BLEED FAULT does not show, it confirms that it is heat related and therefore could be a potential leak in the presence of an affected part.

d. If required, remove external AC power from the aeroplane.

e. If required, set APU BLEED to AUTO.

2. OPERATIONS (O)

Before each flight and after engine start:

(1) On the EICAS primary display, make sure that the messages that follow do not show:

– R BLEED SYS FAIL (Caution)
– R WING ANTI-ICE FAIL (Caution)
– XBLEED FAIL (Caution)
– R BLEED FAULT (Advisory)
– WING ANTI-ICE FAULT (Advisory)

(2) Make sure that the left Pressure Regulator Valve (PRV) and left High Pressure Shut Off Valve (HPSOV) open and close as follows:

a. On the BLEED/AIR COND control panel, set the L ENG BLEED switch to OFF.

b. On the BLEED/ANTI-ICE synoptic page, make sure that the left PRV and left HPSOV show closed.

c. On the BLEED/AIR COND control panel, set the L ENG BLEED switch to AUTO.

d. On the BLEED/ANTI-ICE synoptic page, make sure that the left PRV and left HPSOV show open.

(3) Make sure that the left High Pressure Shut Off Valve (HPSOV) switching operates as follows:

a. Slowly advance the left throttle to high thrust setting.

b. On the BLEED/ANTI-ICE synoptic page, make sure that the left HPSOV shows closed.

c. Slowly retard the left throttle to engine idle.

d. On the BLEED/ANTI-ICE synoptic page, make sure that the left HPSOV shows open.

(4) On the ANTI-ICE control panel, set the WING XBLEED to FROM R for the rest of the flight.

(5) Operations are not conducted in known or forecast icing conditions.

Figure 6 to paragraph (i)—R BLEED FAULT

R BLEED FAULT

CAS Indication	1.	2. Dispatch Consideration
R BLEED FAULT (Advisory)	C	(O) Aircraft may be dispatched provided, prior to each flight: a) None of the following messages are also posted: – L BLEED SYS FAIL Caution; – L WING ANTI-ICE FAIL Caution; – XBLEED FAIL Caution; – L BLEED FAULT Advisory; – WING ANTI-ICE FAULT Advisory; b) Right PRV and right HPSOV open and close correctly in response to R BLEED OFF switch selection, as indicated on Synoptic Page; c) Right HPSOV is open at engine idle and closed at high thrust settings, as indicated on Synoptic Page; d) WING XBLEED FROM L is selected and remains open; and e) Operations are not conducted in known or forecast icing conditions.

1. OPERATIONS (O)

Before each flight:

(1) Make sure that the aeroplane is not powered on and that engines and APU are OFF.

a. Connect electrical power to the aeroplane as follows:

Note: Do not use a Jet Airstart Cart or High Pressure Ground Cart.

i. Connect external AC power, OR

ii. Start the APU as follows:

1. On the ELECTRICAL control panel, set the BATT MASTER switch to ON.

2. On the BLEED/AIR COND control panel, make sure that the APU BLEED switch is set to OFF.

3. On the APU control panel, turn the APU switch to START.

b. When external AC power is on or APU is running, wait a minimum of 6 minutes.

c. After 6 minutes, make sure that the EICAS primary display shows as follows:

i. If the Advisory R BLEED FAULT shows, DISPATCH IS PERMITTED.

Note: If the Advisory R BLEED FAULT shows, it confirms it is not heat related and therefore cannot be a potential leak in the presence of an affected part.

ii. If the Advisory R BLEED FAULT does not show, DISPATCH IS NOT PERMITTED.

Note: If the Advisory R BLEED FAULT does not show, it confirms that it is heat related and therefore could be a potential leak in the presence of an affected part.

d. If required, remove external AC power from the aeroplane.

e. If required, set APU BLEED to AUTO.

2. OPERATIONS (O)

Before each flight and after engine start:

(1) On the EICAS primary display, make sure that the messages that follow do not show:

– L BLEED SYS FAIL (Caution)
– L WING ANTI-ICE FAIL (Caution)
– XBLEED FAIL (Caution)
– L BLEED FAULT (Advisory)
– WING ANTI-ICE FAULT (Advisory)

(2) Make sure that the right Pressure Regulator Valve (PRV) and right High Pressure Shut Off Valve (HPSOV) open and close as follows:

a. On the BLEED/AIR COND control panel, set the R ENG BLEED switch to OFF.

b. On the BLEED/ANTI-ICE synoptic page, make sure that the right PRV and right HPSOV show closed.

c. On the BLEED/AIR COND control panel, set the R ENG BLEED switch to AUTO.

d. On the BLEED/ANTI-ICE synoptic page, make sure that the right PRV and right HPSOV show open.

(3) Make sure that the right High Pressure Shut Off Valve (HPSOV) switching operates as follows:

a. Slowly advance the right throttle to high thrust setting.

b. On the BLEED/ANTI-ICE synoptic page, make sure that the right HPSOV shows closed.

c. Slowly retard the right throttle to engine idle.

d. On the BLEED/ANTI-ICE synoptic page, make sure that the right HPSOV shows open.

(4) On the ANTI-ICE control panel, set the WING XBLEED to FROM L for the rest of the flight.

(5) Operations are not conducted in known or forecast icing conditions.

Figure 7 to Paragraph (i)—WING A/ICE FAULT

WING A/ICE FAULT

CAS Indication	1.	2.	Dispatch Consideration
WING A/ICE FAULT (Advisory)	C	(O)	Aircraft may be dispatched provided, prior to each departure: a) Flight is not conducted in known or forecast icing conditions; b) A power-up test is performed by cycling WING A/ICE switch from OFF to ON; and c) None of the following CAS messages are also posted: – ICE DETECT FAIL Caution; – L BLEED SYS FAIL Caution; – R BLEED SYS FAIL Caution; – ICE DETECT FAULT Advisory; – L BLEED FAULT Advisory; – R BLEED FAULT Advisory.

1. OPERATIONS (O)

Before each flight:

(1) Make sure that the aeroplane is not powered on and that engines and APU are OFF.

a. Connect electrical power to the aeroplane as follows:

Note: Do not use a Jet Airstart Cart or High Pressure Ground Cart.

i. Connect external AC power, OR

ii. Start the APU as follows:

1. On the ELECTRICAL control panel, set the BATT MASTER switch to ON.

2. On the BLEED/AIR COND control panel, make sure that the APU BLEED switch is set to OFF.

3. On the APU control panel, turn the APU switch to START.

b. When external AC power is on or APU is running, wait a minimum of 6 minutes.

c. After 6 minutes, make sure that the EICAS primary display shows as follows:

i. If the Advisory WING A/ICE FAULT shows, DISPATCH IS PERMITTED.

Note: If the Advisory WING A/ICE FAULT shows, it confirms it is not heat related and therefore cannot be a potential leak in the presence of an affected part.

ii. If the Advisory WING A/ICE FAULT does not show, DISPATCH IS NOT PERMITTED.

Note: If the Advisory WING A/ICE FAULT does not show, it confirms that it is heat related and therefore could be a potential leak in the presence of an affected part.

d. If required, remove external AC power from the aeroplane.

e. If required, set APU BLEED to AUTO.

2. OPERATIONS (O)

Before each flight and after engine start:

(1) Perform a power-up test as follows:

a. On the ANTI-ICE control panel, cycle the WING switch from OFF to ON.

b. On the EICAS primary display, make sure that the following CAS status message is shown:

– WING A/ICE ON

c. On the EICAS primary display, make sure that the following CAS messages are not shown:

– L WING A/ICE FAIL (Caution)
– R WING A/ICE FAIL (Caution)

(2) On the EICAS primary display, make sure that the following CAS messages are not shown:

– ICE DETECT FAIL (Caution)
– L BLEED SYS FAIL (Caution)
– R BLEED SYS FAIL (Caution)
– ICE DETECT FAULT (Advisory)
– L BLEED FAULT (Advisory)
– R BLEED FAULT (Advisory)

(3) Operations are not conducted in known or forecast icing conditions.

Figure 8 to Paragraph (i)—TRIM AIR FAULT

TRIM AIR FAULT

CAS Indication	1.	2. Dispatch Consideration
TRIM AIR FAULT (Advisory)	C	(O) Aircraft may be dispatched provided: a) Duct temperature indications are operative for all three ducts; b) Either HASOV showing incorrect indication on Synoptic page is verified CLOSED; and c) L PACK FAIL or R PACK FAIL Caution messages are not displayed.

1. OPERATIONS (O)

Before each flight:

(1) Make sure that the aeroplane is not powered on and that engines and APU are OFF.

a. Connect electrical power to the aeroplane as follows:

Note: Do not use a Jet Airstart Cart or High Pressure Ground Cart.

i. Connect external AC power, OR

ii. Start the APU as follows:

1. On the ELECTRICAL control panel, set the BATT MASTER switch to ON.
2. On the BLEED/AIR COND control panel, make sure that the APU BLEED switch is set to OFF.
3. On the APU control panel, turn the APU switch to START.

b. When external AC power is on or APU is running, wait a minimum of 6 minutes.

c. After 6 minutes, make sure that the EICAS primary display shows as follows:

i. If the Advisory TRIM AIR FAULT shows, DISPATCH IS PERMITTED.

Note: If the Advisory TRIM AIR FAULT shows, it confirms it is not heat related and therefore cannot be a potential leak in the presence of an affected part.

ii. If the Advisory TRIM AIR FAULT does not show, DISPATCH IS NOT PERMITTED.

Note: If the Advisory TRIM AIR FAULT does not show, it confirms that it is heat related and therefore could be a potential leak in the presence of an affected part.

d. If required, remove external AC power from the aeroplane.

e. If required, set APU BLEED to AUTO.

2. OPERATIONS (O)

Before each flight and after engine start:

(1) On the AIR CONDITIONING synoptic page, make sure that the duct temperature indications are operative for all three ducts.

(2) Make sure that either HASOV that shows incorrect indication on the AIR CONDITIONING synoptic page is verified CLOSED as follows:

a. On the BLEED/AIR COND control panel, alternate the TRIM AIR switch from ON to OFF to ON.

b. At the same time, on the AIR CONDITIONING synoptic page, identify the HASOV that shows incorrect indication.

c. In the flight compartment, on the EMS CDU, open the applicable circuit breaker as follows:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
AIR COND/PRESS	L ECS HASOV	DC ESS
AIR COND/PRESS	R ECS HASOV	DC ESS

d. In the aft equipment compartment, make sure that any identified HASOV is in the CLOSED position.

(3) On the EICAS primary display, make sure that the following CAS messages are not shown:

– L PACK FAIL (Caution)
– R PACK FAIL (Caution)

BILLING CODE 4910–13–C

(j) Testing and Replacement of Affected Overheat Detection Sensing Elements

(1) For Group B and D airplanes, and Group A and C airplanes required by paragraph (h) of this AD: Within 2,000 flight hours or 120 months, whichever occurs first, from the effective date of this AD, test the overheat detection sensing elements to

determine if they are serviceable, in accordance with the Accomplishment Instructions of the applicable Bombardier service bulletin in paragraphs (j)(1)(i) through (vi) of this AD.

(i) For Model BD–700–1A11 (Global 5000) airplanes: Bombardier Service Bulletin 700–1A11–36–005, Basic Issue, dated December 23, 2022.

(ii) For Model BD–700–1A10 (Global Express and Global Express XRS) airplanes: Bombardier Service Bulletin 700–36–026, Basic Issue, dated December 23, 2022.

(iii) For Model BD–700–1A11 (Global 5000 featuring Global Vision Flight Deck) airplanes: Bombardier Service Bulletin 700–36–5002, Basic Issue, dated December 23, 2022.

(iv) For Model BD–700–1A11 (Global 5500) airplanes: Bombardier Service Bulletin 700–36–5501, Basic Issue, dated December 23, 2022.

(v) For Model BD–700–1A10 (Global 6000) airplanes: Bombardier Service Bulletin 700–36–6002, Basic Issue, dated December 23, 2022.

(vi) For Model BD–700–1A10 (Global 6500) airplanes: Bombardier Service Bulletin 700–36–6501, Basic Issue, dated December 23, 2022.

(2) For each sensing element that is serviceable, as determined by paragraph (j)(1) of this AD, before further flight, mark the sensing element with a witness mark in accordance with the Accomplishment Instructions in the applicable Bombardier service bulletin in paragraphs (j)(1)(i) through (vi) of this AD.

(3) For each sensing element that is not serviceable, as determined by paragraph (j)(1) of this AD, before further flight, replace the sensing element with a serviceable part in accordance with the Accomplishment Instructions in the applicable Bombardier Service Bulletin in paragraphs (j)(1)(i) through (vi) of this AD.

(k) Parts Installation Prohibition

As of the effective date of this AD, no person may install, on any airplane, any affected part unless it is a serviceable part.

(l) No Reporting Requirement

Although Bombardier service bulletins in figure 1 to paragraph (g)(2)(ii) and paragraphs (j)(1)(i) through (vi) of this AD specify to submit certain information to the manufacturer, this AD does not include that requirement.

(m) 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 ATTN: Program Manager, Continuing Operational Safety, at the address identified in paragraph (n)(2) of this AD or email to: *9-avs-nyaco-cos@faa.gov.* If mailing information, also submit information by email. 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 Transport Canada; or Bombardier, Inc.'s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(n) Additional Information

(1) Refer to Transport Canada AD CF–2023–17, dated March 8, 2023, for related information. This Transport Canada AD may be found in the AD docket at *regulations.gov* under Docket No. FAA–2023–2000.

(2) For more information about this AD, contact Steven Dzierzynski, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email *9-avs-nyaco-cos@faa.gov.*

(o) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 700–1A11–36–005, Basic Issue, dated December 23, 2022.

(ii) Bombardier Service Bulletin 700–36–026, Basic Issue, dated December 23, 2022.

(iii) Bombardier Service Bulletin 700–36–5002, Basic Issue, dated December 23, 2022.

(iv) Bombardier Service Bulletin 700–36–5501, Basic Issue, dated December 23, 2022.

(v) Bombardier Service Bulletin 700–36–6002, Basic Issue, dated December 23, 2022.

(vi) Bombardier Service Bulletin 700–36–6501, Basic Issue, dated December 23, 2022.

(vii) Liebherr Service Bulletin CFD–F1958–26–01, dated May 6, 2022.

(3) For Bombardier service information 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;* website *bombardier.com.*

(4) For Liebherr-Aerospace Toulouse SAS service information identified in this AD, contact Liebherr-Aerospace Toulouse SAS, 408, Avenue des Etats-Unis—B.P.52010, 31016 Toulouse Cedex, France; telephone +33 (0)5.61.35.28.28; fax +33 (0)5.61.35.29.29; email *techpub.toulouse@liebherr.com;* website *liebherr.aero.*

(5) You may view this service information 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.

(6) 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-locationsoremailfr.inspection@nara.gov.*

Issued on February 8, 2024.

Victor Wicklund,

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

[FR Doc. 2024–06626 Filed 3–28–24; 8:45 am]

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

24 CFR Part 1005

[Docket No. FR–5593–C–03]

RIN 2577–AD01

Strengthening the Section 184 Indian Housing Loan Guarantee Program; Correction

AGENCY: Office of the Assistant Secretary for Public and Indian Housing, U.S. Department of Housing and Urban Development (HUD).

ACTION: Final rule; correction.

SUMMARY: The Department of the Housing and Urban Development (HUD) is correcting a final rule entitled, ''Strengthening the Section 184 Indian Housing Loan Guarantee Program'' that published in the **Federal Register** on March 20, 2024.

DATES: Effective June 18, 2024.

FOR FURTHER INFORMATION CONTACT: With respect to this technical correction, contact Aaron Santa Anna, Associate General Counsel for Legislation and Regulations, Department of Housing and Urban Development, 451 7th Street SW, Room 10238, Washington, DC 20410; telephone number 202–708–1793 (this is not a toll-free number). HUD welcomes and is prepared to receive calls from individuals who are deaf or hard of hearing, as well as individuals with speech or communication disabilities. To learn more about how to make an accessible telephone call, please visit *https://www.fcc.gov/consumers/guides/telecommunications-relay-service-trs.*

SUPPLEMENTARY INFORMATION: On March 20, 2024 (89 FR 20032) (FR Doc. 2024–05515), HUD published a final rule that amends its regulations governing the Section 184 Indian Housing Loan Guarantee Program (Section 184 Program). The rule clarifies the rules governing Tribal participation in the Section 184 Program by establishing underwriting requirements, closing and endorsement processes, and stronger and clearer servicing requirements. The rule also strengthens the Section 184