

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF AGRICULTURE

Food and Nutrition Service

7 CFR Parts 271 and 275

[FNS–2020–0016]

RIN 0584–AE79

Provisions To Improve the Supplemental Nutrition Assistance Program's Quality Control System; Withdrawal

AGENCY: Food and Nutrition Service (FNS), USDA.

ACTION: Notice of Proposed Rulemaking; withdrawal.

SUMMARY: This document informs the public that FNS is withdrawing the proposed rule titled, "Provisions to Improve the Supplemental Nutrition Assistance Program's Quality Control System," that published in the **Federal Register** on September 19, 2023, and its correction on December 19, 2023. This rule proposed amendments to Supplemental Nutrition Assistance Program (SNAP) regulations to strengthen and improve the integrity and accuracy of the SNAP quality control (QC) system as requested by the Agriculture Improvement Act of 2018.

DATES: As of January 6, 2025, the proposed rule published on September 19, 2023, at 88 FR 64756, and its correction on December 19, 2023, at 88 FR 87725, are officially withdrawn.

ADDRESSES: SNAP, FNS, USDA, 1320 Braddock Place, Alexandria, VA 22314.

FOR FURTHER INFORMATION CONTACT: Catherine Buhrig, 703–305–2022, Food and Nutrition Service, 1320 Braddock Place, 5th Floor, Alexandria, Virginia 22314, SM.FN.SNAPQC.Rules-ICR@usda.gov.

SUPPLEMENTARY INFORMATION: Upon further deliberation, FNS has decided to consider additional provisions to the proposed rule titled, "Provisions to Improve the Supplemental Nutrition Assistance Program's Quality Control System." As such, FNS has decided to

withdraw the proposed rule published in the **Federal Register** on September 19, 2023, and its correction published on December 19, 2023. FNS will continue to engage with stakeholders on possible regulatory improvements to the SNAP QC system and will consider additional approaches to strengthen and improve the integrity and accuracy of the SNAP QC system. FNS will also continue to focus on improving monitoring and oversight efforts, including providing State agencies with technical assistance on corrective actions, to address existing state performance issues related to payment accuracy, major system failures, and application timeliness.

Dr. Tameka Owens,

Acting Administrator, Food and Nutrition Service.

[FR Doc. 2024–31263 Filed 1–3–25; 8:45 am]

BILLING CODE 3410–30–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2024–2720; Project Identifier MCAI–2024–00129–T]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc., Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model BD–700–1A10 and BD–700–1A11 airplanes. This proposed AD was prompted by reports of engine-driven pump hydraulic pressure hoses for hydraulic systems number 1 and 2 chafing against the pylon in the aft equipment bay. This proposed AD would require an inspection of the engine-driven pump pressure hoses for any damage and minimum clearance between the engine-driven pump hydraulic pressure hose and case drain, suction pressure hose, and surrounding pylon structure; and corrective actions if necessary. 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 February 20, 2025.

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

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.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](https://www.regulations.gov) under Docket No. FAA–2024–2720; 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 Bombardier material identified in this proposed 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](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.

FOR FURTHER INFORMATION CONTACT: Joseph Catanzaro, 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:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA–2024–2720; Project Identifier MCAI–2024–00129–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 the 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 Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email *9-avs-nyaco-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

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF-2024-07, dated February 21, 2024 (Transport Canada AD CF-2024-07) (also referred to as the MCAI), to correct an unsafe condition on certain Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes. The MCAI states that there have been reports of engine-driven pump hydraulic pressure hoses for hydraulic systems number 1, left-hand side (LHS), and number 2, right-hand side (RHS), chafing against the pylon in the aft equipment bay.

The FAA is proposing this AD to address the chafing of the hydraulic systems engine-driven pump hoses against the pylon, which may lead to hydraulic system leaks and failures and result in the loss of the affected hydraulic system. Loss of both hydraulic systems number 1 and 2 would substantially reduce the airplane’s functional capabilities. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA-2024-2720.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed the following material issued by Bombardier:

- Service Bulletin 700-29-5502, dated November 29, 2023.
- Service Bulletin 700-29-6011, dated November 29, 2023.
- Service Bulletin 700-29-6502, dated November 29, 2023.

This material describes procedures for a borescope inspection for routing of hydraulic systems number 1 (LHS) and number 2 (RHS) engine-driven pump pressure hoses for any damage (including fouling or chafing) and for minimum clearance between the engine-driven pump hydraulic pressure hose and case drain, suction pressure hose, and surrounding pylon structure.

Corrective actions include replacing and adjusting the pressure hoses. These documents are distinct since they apply to different airplane models. 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

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 and material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in the material already described.

Clarification of Referenced Material

Paragraph 1.A, “Effectivity” of Bombardier Service Bulletin 700-29-5502, dated November 29, 2023, inadvertently identifies “Model BD-700-1A10 aircraft,” instead of “Model BD-700-1A11 aircraft.” Paragraph (g)(1) of this proposed AD would require replacing the incorrect text with the correct text.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 36 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
2 work-hours × \$85 per hour = \$170	\$0	\$170	\$6,120

The FAA estimates the following costs to do any necessary on-condition actions that would be required based on

the results of any required actions. The FAA has no way of determining the

number of aircraft that might need these on-condition actions:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
2 work-hours × \$85 per hour = \$170	\$1,226	\$1,396

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this proposed 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

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 adding the following new airworthiness directive:

Bombardier, Inc.: Docket No. FAA-2024-2720; Project Identifier MCAI-2024-00129-T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by February 20, 2025.

(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 (S/Ns) 60001 through 60076 inclusive, 60083, 60087, and 60089.

(d) Subject

Air Transport Association (ATA) of America Code 29, Hydraulic Power.

(e) Unsafe Condition

This AD was prompted by reports of engine-driven pump hydraulic pressure hoses for hydraulic systems number 1 and 2 chafing against the pylon in the aft equipment bay. The FAA is issuing this AD to address the chafing of the hydraulic systems engine-driven pump hydraulic pressure hoses for the hydraulic system against the pylon, which may lead to hydraulic system leaks and failures and result in the loss of the affected hydraulic system. Loss of both hydraulic systems number 1 and 2 would substantially reduce the airplane's functional capabilities.

(f) Compliance

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

(g) Inspection of Engine-Driven Pump Hydraulic Hoses

Within 500 flight hours or 18 months, whichever occurs first after the effective date of this AD, do a borescope inspection of the routing of hydraulic systems number 1, left-hand side (LHS), and number 2, right-hand side (RHS), engine-driven pump pressure hoses over the length of the hoses for any damage and for minimum clearance between the engine-driven pump hydraulic pressure hose and case drain, suction pressure hose, and surrounding pylon structure, in accordance with Section 2.B. of the Accomplishment Instructions of the applicable service information identified in paragraph (g)(1) through (3) of this AD.

(1) For airplanes identified in Bombardier Service Bulletin 700-29-5502, dated November 29, 2023: Bombardier Service

Bulletin 700-29-5502, dated November 29, 2023. Where paragraph 1.A. of Bombardier Service Bulletin 700-29-5502, dated November 29, 2023, identifies "Model BD-700-1A10 aircraft," this AD requires replacing that text with "Model BD-700-1A11 aircraft."

(2) For airplanes identified in Bombardier Service Bulletin 700-29-6011, dated November 29, 2023: Bombardier Service Bulletin 700-29-6011, dated November 29, 2023.

(3) For airplanes identified in Bombardier Service Bulletin 700-29-6502, dated November 29, 2023: Bombardier Service Bulletin 700-29-6502, dated November 29, 2023.

(h) Corrective Actions

(1) If clearance is found to be less than 0.500 inch (12.70 mm) during the inspection required by paragraph (g) of this AD: Before further flight, adjust the applicable hose(s) to obtain minimum clearance between the engine-driven pump hydraulic pressure hose and case drain, suction pressure hose, and surrounding pylon structure, in accordance with Section 2.C. of the Accomplishment Instructions of the applicable service information identified in paragraphs (g)(1) through (3) of this AD.

(2) If any damage (including fouling or chafing) is found during the inspection required by paragraph (g) of this AD: Before further flight, replace all damaged pressure hoses, in accordance with Section 2.D. of the Accomplishment Instructions of the applicable service information identified in paragraphs (g)(1) through (3) of this AD.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j) 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 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.

(j) Additional Information

For more information about this AD, contact Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email 9-avs-nyaco-cos@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 700–29–5502, dated November 29, 2023.

(ii) Bombardier Service Bulletin 700–29–6011, dated November 29, 2023.

(iii) Bombardier Service Bulletin 700–29–6502, dated November 29, 2023.

(3) For Bombardier 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; website bombardier.com.

(4) 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.

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

Issued on December 30, 2024.

Steven W. Thompson,

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

[FR Doc. 2024–31624 Filed 1–3–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE TREASURY**Internal Revenue Service****26 CFR Part 1**

[REG–118269–23]

RIN 1545–BR19

Section 30C Alternative Fuel Vehicle Refueling Property Credit; Hearing

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice of proposed rulemaking; notice of hearing.

SUMMARY: This document provides a notice of public hearing on proposed regulations regarding the Federal Income tax credit under the Inflation Reduction Act of 2022 for certain costs relating to qualified alternative fuel vehicle refueling property that is placed in service within a low-income community or within a non-urban census tract.

DATES: The public hearing on these proposed regulations is scheduled to be

held on February 12, 2025, at 10 a.m. Eastern Time (ET). The IRS must receive speakers' outlines of topic to be discussed at the public hearing by January 10, 2025. If no outlines of testimony are received by January 10, 2025, the public hearing will be cancelled.

ADDRESSES: The public hearing is being held in the Auditorium, at the Internal Revenue Service Building, 1111 Constitution Avenue NW, Washington, DC. Due to security procedures, visitors must enter at the Constitution Avenue entrance. In addition, all visitors must present a valid photo identification to enter the building. Because of access restrictions, visitors will not be admitted beyond the immediate entrance area more than 30 minutes before the hearing starts. Participants may alternatively attend the public hearing by telephone.

Send an outline of topic submissions electronically via the eRulemaking Portal at www.regulations.gov (Preferred) (indicate IRS and REG–118269–23). Send paper submissions to CC:PA:01:PR (REG–118269–23), Room 5205, Internal Revenue Service, P.O. Box 7604, Ben Franklin Station, Washington, DC 20044.

FOR FURTHER INFORMATION CONTACT:

Concerning the proposed regulations, contact Kevin I. Babitz or Whitney E. Brady at (202) 317–6853 (not a toll-free number); concerning submissions of comments, the hearing and/or to be placed on the building access list to attend the public hearing, contact the Publications and Regulation Section at (202–317–6901) (not a toll-free number) or by email to publichearings@irs.gov (preferred).

SUPPLEMENTARY INFORMATION: The subject of the public hearing is the notice of proposed rulemaking (REG–118269–23) that was published in the **Federal Register** on Thursday, September 19, 2024 (89 FR 76759).

The rules of 26 CFR 601.601(a)(3) apply to the hearing. Persons who wish to present oral comments at the hearing must submit an outline of the topics to be discussed and the time to be devoted to each topic by January 10, 2025.

A period of 10 minutes will be allotted to each person for making comments. An agenda showing the scheduling of the speakers will be prepared after the deadline for receiving outlines has passed. Copies of the agenda will be available free of charge at the hearing, and via the Federal eRulemaking Portal (<https://www.Regulations.gov>) under the title of Supporting & Related Material. If no outline of the topics to be discussed at

the hearing is received by January 10, 2025, the public hearing will be cancelled. If the public hearing is cancelled, a notice of cancellation of the public hearing will be published in the **Federal Register**.

Individuals who want to testify in person at the public hearing must send an email to publichearings@irs.gov to have your legal name added to the building access list. The subject line of the email must contain the regulation number REG–118269–23 and the language “TESTIFY In Person.” For example, the subject line may say: Request to TESTIFY In Person at Hearing for REG–118269–23.

Individuals who want to testify by telephone at the public hearing must send an email to publichearings@irs.gov to receive the telephone number and access code for the hearing. The subject line of the email must contain the regulation number REG–118269–23 and the language “TESTIFY Telephonically.” For example, the subject line may say: Request to TESTIFY Telephonically at Hearing for REG–118269–23.

Individuals who want to attend the public hearing in person without testifying must also send an email to publichearings@irs.gov to have your legal name added to the building access list. The subject line of the email must contain the regulation number REG–118269–23 and the language “ATTEND In Person.” For example, the subject line may say: Request to ATTEND In Person for REG–118269–23. Requests to attend the public hearing must be received by 5 p.m. ET by February 10, 2025.

Individuals who want to attend the public hearing by telephone without testifying must also send an email to publichearings@irs.gov to receive the telephone number and access code for the hearing. The subject line of the email must contain the regulation number REG–118269–23, and the language “ATTEND Hearing Telephonically.” For example, the subject line may say: Request to ATTEND Hearing Telephonically for REG–118269–23. Requests to attend the public hearing must be received by 5 p.m. ET by February 10, 2025.

Hearings will be made accessible to people with disabilities. To request special assistance during a hearing please contact the Publications and Regulations Section of the Office of Associate Chief Counsel (Procedure and Administration) by sending an email to publichearings@irs.gov (preferred) or by telephone at (202) 317–6901 (not a toll-free number) by 5 p.m. ET on February 5, 2025.