

§§ 120.801 How a 504 Project is financed.

(a) \* \* \* SBA issues a loan number if it agrees to guarantee part of the funding for a Project.

■ 10. Amend § 120.820 by adding paragraph (g) to read as follows:

§§ 120.820 CDC Affiliation.

(g) Notwithstanding paragraphs (b), (c), and (e) of this section, a CDC may be affiliated with a Community Advantage SBLC. Additionally, CDCs that are also Community Advantage Pilot Program Lenders as of May 11, 2023 may be licensed as Community Advantage SBLCs.

■ 11. Amend § 120.842 by revising the last sentence of paragraph (b)(4) and the last sentence of paragraph (b)(5) to read as follows:

§§ 120.842 ALP Express Loans.

(b) \* \* \* (4) \* \* \* If approved, SBA will notify the ALP CDC of the loan number assigned to the loan.

(5) \* \* \* After receiving notification of the loan number from SBA, the ALP CDC is responsible for properly undertaking all actions necessary to close the ALP Express Loan and Debenture in accordance with the expedited loan closing procedures applicable to a Priority CDC and with § 120.960, and in compliance with all applicable Loan Program Requirements.

§§ 120.921 [Amended]

■ 12. Amend § 120.921 by removing the last sentence in paragraph (a).

■ 13. Amend § 120.960 by revising paragraph (c)(1) to read as follows:

§§ 120.960 Responsibility for closing.

(c) \* \* \* (1) The CDC has failed to comply materially with any Loan Program Requirement as defined in § 120.10;

■ 14. Amend § 120.971 by revising paragraph (a)(1) to read as follows:

§§ 120.971 Allowable fees paid by Borrower.

(a) \* \* \* (1) Processing fee. The CDC may charge up to 1.5 percent of the net Debenture proceeds to process the financing. Two-thirds of this fee will be considered earned and may be collected by the CDC when the loan number is issued by SBA. The portion of the processing fee paid by the Borrower

may be reimbursed from the Debenture proceeds;

Isabella Casillas Guzman, Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2022-0679; Project Identifier MCAI-2021-01213-T; Amendment 39-22392; AD 2023-06-06]

RIN 2120-AA64

Airworthiness Directives; MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.) Airplanes; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that was published in the Federal Register. That AD applies to all MHI RJ Aviation ULC Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes, Model CL-600-2C11 (Regional Jet Series 550) airplanes, Model CL-600-2D15 (Regional Jet Series 705) airplanes, Model CL-600-2D24 (Regional Jet Series 900) airplanes, and Model CL-600-2E25 (Regional Jet Series 1000) airplanes. As published, a portion of the initial compliance time for doing the new ram-air valve task specified in the regulatory text for certain airplanes is incorrect. This document corrects that error. In all other respects, the original document remains the same.

DATES: This correction is effective April 28, 2023. The effective date of AD 2023-06-06 remains April 28, 2023.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2022-0679; 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; correction, 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.

FOR FURTHER INFORMATION CONTACT: Chirayu A. Gupta, Aerospace Engineer,

Airframe and Propulsion Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email 9-avs-nyaco-cos@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

AD 2023-06-06, Amendment 39-22392 (88 FR 17682, March 24, 2023) (AD 2023-06-06), requires revising the existing maintenance or inspection program, as applicable, to incorporate two aircraft maintenance manual (AMM) tasks. That AD applies to all MHI RJ Aviation ULC Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes, Model CL-600-2C11 (Regional Jet Series 550) airplanes, Model CL-600-2D15 (Regional Jet Series 705) airplanes, Model CL-600-2D24 (Regional Jet Series 900) airplanes, and Model CL-600-2E25 (Regional Jet Series 1000) airplanes.

Need for the Correction

As published, a portion of the initial compliance time specified in paragraph (g)(1)(ii) of AD 2023-06-06 is incorrect. The initial compliance time specified in paragraph (g)(1)(ii) of AD 2023-06-06 is within 90 days after the effective date of this AD or before accumulating 3,000 total flight hours, "whichever occurs later." That compliance time should be within 90 days after the effective date of this AD or before accumulating 3,000 total flight hours, "whichever occurs first." This is the compliance time provided in Transport Canada AD CF-2021-38R1, dated May 25, 2022, which the FAA intended to match.

Correction of Publication

This document corrects an error and correctly adds the AD as an amendment to 14 CFR 39.13. Although no other part of the preamble or regulatory information has been corrected, the FAA is publishing the entire rule in the Federal Register.

The effective date of this AD remains April 28, 2023.

Since this action only corrects a certain compliance time, it has no adverse economic impact and imposes no additional unforeseen burden on any person. Therefore, the FAA has determined that notice and public procedures are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator,

the FAA amends part 39 of the Federal Aviation Regulations (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 [Corrected]**

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

**2023-06-06 MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.):** Amendment 39-22392; Docket No. FAA-2022-0679; Project Identifier MCAI-2021-01213-T.

**(a) Effective Date**

This airworthiness directive (AD) is effective April 28, 2023.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all MHI RJ Aviation ULC airplanes, certificated in any category, identified in paragraphs (c)(1) through (5) of this AD.

(1) Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes.

(2) Model CL-600-2C11 (Regional Jet Series 550) airplanes.

(3) Model CL-600-2D15 (Regional Jet Series 705) airplanes.

(4) Model CL-600-2D24 (Regional Jet Series 900) airplanes.

(5) Model CL-600-2E25 (Regional Jet Series 1000) airplanes.

**(d) Subject**

Air Transport Association (ATA) of America Code: 21, Air conditioning.

**(e) Reason**

This AD was prompted by a determination that the existing maintenance or inspection program, as applicable, must be revised to incorporate two aircraft maintenance manual (AMM) tasks. The FAA is issuing this AD to address in-service reports of emergency ram air valve part number (P/N) GG670-95019-1 stuck in closed or partially open positions,

which, if not corrected could result in a complete loss of outside air supply, leading to an increase in flight deck and cabin temperatures and a possible increased level of contaminated air (carbon monoxide, carbon dioxide, or ozone).

**(f) Compliance**

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

**(g) Maintenance or Inspection Program Revision**

(1) Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in figure 1 to the introductory text of paragraph (g)(1) of this AD. The initial compliance time for doing the task is at the applicable time specified in paragraph (g)(1)(i) or (ii) of this AD.

**Figure 1 to the Introductory Text of Paragraph (g)(1)—AMM Task for the Ram-Air Valve**

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Effectivity	Interval	AMM Task Number *
All	1800 FH	21-52-04-710-801-A01, as specified in AMM Revision 70, dated May 25, 2022, or later revisions

\* If, during any of the operational checks of the valve, the valve itself is found inoperable, before further flight, remove and replace valve P/N GG670-95019-1 with a serviceable part. The replacement of an inoperable valve with a serviceable valve on an airplane can be deferred in accordance with the applicable instructions and limitations of MMEL item 21-52-01, sub-item 2 or 3 (only for models CL-600-2C10 or CL-600-2D15/CL-600-2D24 respectively). To defer the valve replacement, the ram air shutoff valve is deactivated in the open position in accordance with AMM task 21-52-00-040-802 and the airplane is operated in accordance with the MMEL operating procedure.

(i) For airplanes that have accumulated less than 1,800 flight hours since the last operational check of the ram air shutoff valve was performed as specified in AMM Task 21-52-04-710-801-A01, and for airplanes that have accumulated less than 1,800 flight hours from the date of issuance of the original airworthiness certificate or original export certificate of airworthiness: Within 90 days after the effective date of this AD, or before accumulating 1,800 total flight hours, whichever occurs later.

(ii) For airplanes that have accumulated 1,800 flight hours or more since the last operational check of the ram air shutoff valve was performed as specified in AMM Task 21-52-04-710-801-A01, and for airplanes that have accumulated 1,800 flight hours or more since the date of issuance of the original airworthiness certificate or original export certificate of airworthiness and for which no operational check of the valve has been performed: Within 90 days after the effective date of this AD or before

accumulating 3,000 total flight hours, whichever occurs first.

(2) Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in figure 2 to the introductory text of paragraph (g)(2) of this AD. The initial compliance time for doing the task is at the applicable time specified in paragraph (g)(2)(i) or (ii) of this AD.

**Figure 2 to the Introductory Text of Paragraph (g)(2)—AMM Task for the Pack Discharge and Ram-Air Supply Ducts**

Effectivity	Interval	AMM Task Number *
All	17600 FH	21-51-00-220-801-A01, as specified in AMM Revision 70, dated May 25, 2022, or later revisions
<p>* If damage is found during any of the detailed inspections of the pack discharge and ram air supply ducts, such as: wear, cuts, holes, signs of leakage, signs of overheating, or damage to the duct insulation, before further flight, replace the damaged component(s) in accordance with AMM 21-52-06 for the ram air supply duct, AMM 21-51-26 for the left pack discharge duct, and AMM 21-51-28 for the right pack discharge duct. If parts are not available, contact MHI RJ for an approved disposition. The approved disposition must specifically refer to Part II. of Transport Canada AD CF-2021-38R1.</p>		

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(i) For airplanes that have accumulated less than 17,600 flight hours since the last detailed inspection of the pack discharge and ram air supply ducts was performed as specified in AMM Task 21-51-00-220-801-A01, and for airplanes that have accumulated less than 17,600 flight hours since the date of issuance of the original airworthiness certificate or original export certificate of airworthiness: Within 90 days after the effective date of this AD, or before accumulating 17,600 total flight hours, whichever occurs later.

(ii) For airplanes that have accumulated 17,600 flight hours or more since the last detailed inspection of the pack discharge and ram air supply ducts as specified in AMM Task 21-51-00-220-801-A01, and for airplanes that have accumulated 17,600 flight hours or more since the date of issuance of the original airworthiness certificate or original export certificate of airworthiness, and for which no detailed inspection of the pack discharge and ram air supply ducts has been performed: Within 90 days after the effective date of this AD.

**(h) No Alternative Actions or Intervals**

After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions and intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (i)(1) of this AD.

**(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, New York ACO 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 certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300. 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, New York ACO Branch, FAA; or Transport Canada; or MHI RJ Aviation ULC's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

**(j) Additional Information**

(1) Refer to Transport Canada AD CF-2021-38R1, dated May 25, 2022, for related information. This Transport Canada AD may be found in the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA-2022-0679.

(2) For more information about this AD, contact Chirayu A. Gupta, Aerospace Engineer, Airframe and Propulsion Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email [9-avs-nyacos@faa.gov](mailto:9-avs-nyacos@faa.gov).

**(k) Material Incorporated by Reference**

None.

Issued on April 6, 2023.

**Christina Underwood**,  
*Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF JUSTICE**

**Drug Enforcement Administration**

**21 CFR Part 1310**

[Docket No. DEA-951]

**Designation of 4-Piperidone as a List I Chemical**

**AGENCY:** Drug Enforcement Administration, Department of Justice.

**ACTION:** Final rule.

**SUMMARY:** The Drug Enforcement Administration (DEA) is finalizing the control of 4-piperidone, its acetals, its amides, its carbamates, its salts, and salts of its acetals, its amides, and its carbamates, and any combination thereof, whenever the existence of such is possible, as a list I chemical under the Controlled Substances Act. DEA proposed control of 4-piperidone due to its use in clandestine laboratories to illicitly manufacture the schedule II controlled substance fentanyl. This rulemaking finalizes the control of 4-piperidone as a list I chemical.

**DATES:** This rulemaking is effective on May 12, 2023. Persons seeking registration must apply on or before May 12, 2023, to continue their business pending final action by DEA on their application.

**FOR FURTHER INFORMATION CONTACT:** Terrence L. Boos, Drug and Chemical Evaluation Section, Diversion Control Division, Drug Enforcement Administration; Telephone: (571) 362-3249.

**SUPPLEMENTARY INFORMATION:** The Drug Enforcement Administration (DEA) is