

President and Chief of Staff (“Chief of Staff”) issued a memorandum outlining the President’s plan for managing the Federal regulatory process at the outset of the new Administration. In implementation of one of the measures directed by that memorandum, the United States Department of Energy (“DOE”) hereby temporarily postpones the effective date of its final rule clarifying the test procedures for general service lamps published in the **Federal Register** on January 16, 2025 (90 FR 4589). The January 16, 2025, rule adopted clarifications to the test procedures for general service lamps (“GSLs”) located in appendix W, appendix BB and appendix DD. Specifically, DOE clarified instructions that GSLs must not be tested as colored lamps and that lamps with additional components that do not affect light output must be turned off during testing. The clarifications also specified that non-integrated lamps be tested with a fluorescent lamp ballast, high intensity discharge (“HID”) lamp ballast or external light-emitting diode (“LED”) driver selected based on compatibility lists and availability; and provided specifications regarding the starting method, ballast factor, and number of lamps. Consistent with the Chief of Staff’s memorandum of January 20, 2025, DOE is temporarily postponing the effective date of the final rule to March 21, 2025. The temporary delay in effective date is necessary to give DOE officials the opportunity for further review and consideration of new regulations, consistent with the Chief of Staff’s memorandum of January 20, 2025.

To the extent that 5 U.S.C. 553 applies to this action, it is exempt from notice and comment because it constitutes a rule of procedure under 5 U.S.C. 553(b)(A) and for which no notice or hearing is required by statute. The delay of the effective date to March 21, 2025, does not affect the compliance date for this rule, which remains July 15, 2025. DOE is, however, seeking comment on any further delay of the effective date, including the impacts of such delay, as well as comment on the legal, factual, or policy issues raised by the rule.

#### Signing Authority

This document of the Department of Energy was signed on January 30, 2025, by Jocelyn Richards, Acting General Counsel, Office of the General Counsel, pursuant to delegated authority from the Acting Secretary of Energy. That document with the original signature and date is maintained by DOE. For administrative purposes only, and in compliance with requirements of the

Office of the Federal Register, the undersigned DOE Federal Register Liaison Officer has been authorized to sign and submit the document in electronic format for publication, as an official document of the Department of Energy. This administrative process in no way alters the legal effect of this document upon publication in the **Federal Register**.

Signed in Washington, DC, on January 31, 2025.

**Treena V. Garrett,**

*Federal Register Liaison Officer, U.S. Department of Energy.*

[FR Doc. 2025–02235 Filed 2–4–25; 8:45 am]

**BILLING CODE 6450–01–P**

## DEPARTMENT OF ENERGY

### 10 CFR Part 430

[EERE–2024–BT–TP–0009]

RIN 1904–AF68

#### **Energy Conservation Program: Test Procedures for Residential and Commercial Clothes Washers and Consumer Clothes Dryers**

**AGENCY:** Office of Energy Efficiency and Renewable Energy, Department of Energy.

**ACTION:** Final rule; delay of effective date.

**SUMMARY:** This document delays the effective date of a recently published final rule amending the test procedures for residential and commercial clothes washers and consumer clothes dryers. DOE also seeks comment on any further delay of the effective date, including the impacts of such delay, as well as comment on the legal, factual, or policy issues raised by the rule.

**DATES:** The effective date of the rule amending 10 CFR part 430 published at 90 FR 5519 on January 17, 2025, is delayed until March 21, 2025. Written comments and information will be accepted on or before March 7, 2025.

#### **FOR FURTHER INFORMATION CONTACT:**

Dr. Carl Shapiro, U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, Building Technologies Office, EE–5B, 1000 Independence Avenue SW, Washington, DC 20585–0121. Telephone: (202) 287–5649. Email: [ApplianceStandardsQuestions@ee.doe.gov](mailto:ApplianceStandardsQuestions@ee.doe.gov).

Mr. Uchechukwu “Emeka” Eze, U.S. Department of Energy, Office of the General Counsel, GC–33, 1000 Independence Avenue SW, Washington, DC 20585–0121. Telephone: (202) 586–

4798. Email: [uchechukwu.eze@hq.doe.gov](mailto:uchechukwu.eze@hq.doe.gov).

**SUPPLEMENTARY INFORMATION:** On January 20, 2025, the Assistant to the President and Chief of Staff (“Chief of Staff”) issued a memorandum outlining the President’s plan for managing the Federal regulatory process at the outset of the new Administration. In implementation of one of the measures directed by that memorandum, the United States Department of Energy (“DOE”) hereby temporarily postpones the effective date of its final rule amending the test procedures for residential and commercial clothes washers and consumer clothes dryers published in the **Federal Register** on January 17, 2025 (90 FR 5519). The January 17, 2025, rule amended the test procedures for residential and commercial clothes washers and consumer clothes dryers to: (1) update the test cloth specifications and allow for an alternate test cloth; and (2) reorganize the test procedures for improved readability. Consistent with the Chief of Staff’s memorandum of January 20, 2025, DOE is temporarily postponing the effective date of the final rule to March 21, 2025. The temporary delay in effective date is necessary to give DOE officials the opportunity for further review and consideration of new regulations, consistent with the Chief of Staff’s memorandum of January 20, 2025.

To the extent that 5 U.S.C. 553 applies to this action, it is exempt from notice and comment because it constitutes a rule of procedure under 5 U.S.C. 553(b)(A) and for which no notice or hearing is required by statute. The delay of the effective date to March 21, 2025, does not affect the compliance date for this rule, which remains July 16, 2025. DOE is, however, seeking comment on any further delay of the effective date, including the impacts of such delay, as well as comment on the legal, factual, or policy issues raised by the rule.

#### Signing Authority

This document of the Department of Energy was signed on January 30, 2025, by Jocelyn Richards, Acting General Counsel, Office of the General Counsel, pursuant to delegated authority from the Acting Secretary of Energy. That document with the original signature and date is maintained by DOE. For administrative purposes only, and in compliance with requirements of the Office of the Federal Register, the undersigned DOE Federal Register Liaison Officer has been authorized to sign and submit the document in electronic format for publication, as an

official document of the Department of Energy. This administrative process in no way alters the legal effect of this document upon publication in the **Federal Register**.

Signed in Washington, DC, on January 31, 2025.

**Treena V. Garrett,**

*Federal Register Liaison Officer, U.S.  
Department of Energy.*

[FR Doc. 2025-02237 Filed 2-4-25; 8:45 am]

BILLING CODE 6450-01-P

---

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. FAA-2024-2570; Special Conditions No. 25-875-SC]

**Special Conditions: Airbus Model A321neo ACF and A321neo XLR Series Airplanes; Dynamic Test Requirements for Single Occupant Oblique Seats at an Installation Angle of 49 Degrees With Airbags and 3-Point Restraint or Pretensioner Restraint Systems**

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

**ACTION:** Final special conditions.

**SUMMARY:** These special conditions are issued for the Airbus Model A321neo ACF and A321neo XLR airplanes. These airplanes will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. This design feature is a single-occupant oblique seat with an airbag and 3-point or pretensioner restraint system positioned at a 49-degree angle from the cabin centerline. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** Effective February 5, 2025.

**FOR FURTHER INFORMATION CONTACT:** Shannon Lennon, Cabin Safety Section, AIR-624, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 2200 South 216th Street, Des Moines, WA 98198; telephone (206) 231-3209; email [Shannon.Lennon@faa.gov](mailto:Shannon.Lennon@faa.gov).

**SUPPLEMENTARY INFORMATION:**

### Background

On April 6, 2022, Airbus SAS applied for an amendment to Type Certificate (TC) No. A28NM for the installation of a single-occupant oblique seat with an airbag and 3-point or pretensioner restraint system, positioned at a 49-degree angle from the cabin centerline in new Airbus Model A321neo ACF and A321neo XLR airplanes. Airbus Model A321neo ACF and A321neo XLR airplanes, which are derivatives of the Model A321 currently approved under TC No. A28NM, are twin-engine, transport category airplanes with a maximum passenger capacity of 244. The maximum takeoff weight of the Airbus Model A321neo ACF is approximately 213,848 pounds, while the Airbus Model A321neo XLR has a maximum takeoff weight of approximately 222,667 pounds.

### Type Certification Basis

Under the provisions of 14 CFR 21.101, Airbus SAS must show that the Model A321neo ACF and A321neo XLR airplanes, as changed, continue to meet the applicable provisions of the regulations listed in TC No. A28NM or the applicable regulations in effect on the date of application for the change, except for earlier amendments as agreed upon by the FAA.

If the Administrator finds that the applicable airworthiness regulations (e.g., 14 CFR part 25) do not contain adequate or appropriate safety standards for Airbus Model A321neo ACF and A321neo XLR airplanes because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, Airbus Model A321neo ACF and A321neo XLR airplanes must comply with the exhaust-emission requirements of 14 CFR part 34 and the noise-certification requirements of 14 CFR part 36.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type certification basis under § 21.101.

### Novel or Unusual Design Features

Airbus Model A321neo ACF and A321neo XLR airplanes will incorporate the following novel or unusual design feature: single-occupant oblique seats with airbag devices and 3-point restraints or a pretensioner restraint system installed at 49 degrees relative to the aircraft cabin centerline.

### Discussion

Title 14 of the CFR, § 25.785(d), requires that each occupant of a seat installed at an angle of more than 18 degrees relative to airplane cabin centerline, must be protected from head injury using a seatbelt and an energy-absorbing rest that supports the arms, shoulders, head, and spine, or using a seatbelt and shoulder harness designed to prevent the head from contacting any injurious object.

The Airbus Model A321neo ACF and A321neo XLR airplane's single occupant oblique seat installation with airbag devices and 3-point restraint or pretensioner restraint system is novel such that the current requirements do not adequately address airbag or pretensioner devices and protection of the occupant's neck, spine, torso, and legs for seating configurations that are positioned at an angle of 49 degrees from the airplane centerline. The seating configuration installation angle is beyond the installation-design limits of current special conditions issued for seat positions at angles between 18 degrees and 45 degrees. At angles greater than 45 degrees, lateral neck bending and other injury mechanisms prevalent from a fully side-facing installation become a concern, given the addition of oblique seat properties. To address these potential injury mechanisms, these special conditions are based on FAA Policy Statement PS-AIR-25-27, "Technical Criteria for Approving Obliques Seats" as well as Policy Statement PS-ANM-25-03-R1, "Technical Criteria for Approving Side-Facing Seats."

To provide a level of safety equivalent to that afforded to the occupants of forward and aft-facing seats, new special conditions containing additional airworthiness standards for dynamic testing requirements, including both the injury criteria limits from the oblique-seat policy and the fully side-facing seat policy, are necessary.

FAA-sponsored research found that an un-restrained flailing of the upper torso, even when the pelvis and torso are nearly aligned, can produce serious spinal and torso injuries. At lower impact severities, even with significant misalignment between the torso and