

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701–44702, 44704.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the Airbus Helicopters Model H160–B helicopter. Unless stated otherwise, all requirements in §§ 29.917, 29.927, and 29.1585 still apply.

In lieu of § 29.917(a), the following special condition applies:

(a) *Design: General.* The rotor drive system includes any part necessary to transmit power from the engines to the rotor hubs. This includes gearboxes, shafting, universal joints, couplings, rotor brake assemblies, clutches, supporting bearings for shafting, any attendant accessory pads or drives, any cooling fans, and any associated lubrication-system components including oil coolers that are a part of, attached to, or mounted on the rotor drive gearbox system.

In lieu of § 29.927(c), the following special condition applies:

(c) *Lubrication system failure.* For rotor drive gearbox systems featuring a pressurized, normal-use lubrication system, the following requirements for continued safe flight and landing apply:

(1) *Category A.* Confidence must be established that the rotor drive gearbox system has an in-flight operational endurance capability of at least 30 minutes following a failure of any one pressurized, normal-use lubrication system.

(i) For each rotor drive gearbox system necessary for continued safe flight or safe landing, the applicant must conduct a test that simulates the effect of the most severe failure mode of the pressurized, normal-use lubrication system, as determined by the failure analysis required by § 29.917(b). The duration of the test must be dependent on the number of tests and the component condition after each test.

(ii) The test must begin when the indication to the flightcrew shows a lubrication failure has occurred, and its loading must be consistent with 1 minute at maximum continuous power, followed by the minimum power needed for continued flight at the rotorcraft maximum gross weight.

(iii) The test must end with a 45-second out-of-ground-effect (OGE) hover to simulate a landing phase. Test results must substantiate the maximum period of operation following a loss of lubrication by means of an extended test duration or multiple test specimens, or

another approach prescribed by the applicant and accepted by the FAA.

(2) *Category B.* Confidence must be established that the rotor drive gearbox system has an in-flight operational endurance capability to complete an autorotation descent and landing following a failure of any one pressurized, normal-use lubrication system.

(i) For each rotor drive gearbox system necessary for safe autorotation descent or safe landing, the applicant must conduct a test of at least 16 minutes and 15 seconds, following the most severe failure mode of the pressurized, normal-use lubrication system, as determined by the failure analysis required by § 29.917(b).

(ii) The test must begin when the indication to the flightcrew shows that a lubrication failure has occurred, and its loading must be consistent with 1 minute at maximum continuous power. Thereafter, the input torque should be reduced to simulate autorotation for a minimum of 15 minutes.

(iii) The test must be conducted using an input torque to simulate a minimum power landing for approximately 15 seconds.

In addition to § 29.1585, the following special condition applies:

(h) *Power Plant limitations.* The maximum duration of operation after a failure, resulting in any loss of lubrication of a rotor-drive-system gearbox and an associated oil-pressure warning, must be furnished in the rotorcraft flight manual, and must not exceed the maximum period substantiated in accordance with § 29.927(c) of these special conditions.

Issued in Kansas City, Missouri, on April 29, 2024.

Patrick R. Mullen,

Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 34

[Docket No. FAA–2023–2434; Amdt. No. 34–7A]

RIN 2120–AL83

Control of Non-Volatile Particulate Matter From Aircraft Engines: Emission Standards and Test Procedures; Correction

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: Final rule; request for comments; correction.

SUMMARY: The FAA is correcting a final rule published on April 24, 2024. In that document the FAA adopts standards for measuring non-volatile particulate matter (nvPM) exhaust emissions from aircraft engines. With this rulemaking, the FAA implements the nvPM emissions standards adopted by the Environmental Protection Agency (EPA), allowing manufacturers to certificate engines to the new nvPM emissions standards in the United States and fulfilling the statutory obligations of the FAA under the Clean Air Act. This document corrects errors in the preamble and regulatory text of that document.

DATES: Effective May 24, 2024.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Ralph Iovinelli, Office of Environment and Energy (AEE–300), Federal Aviation Administration, 800 Independence Ave. SW, Washington, DC 20591; telephone (202) 267–3566; email Ralph.Iovinelli@faa.gov.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

A copy of the Control of Non-Volatile Particulate Matter From Aircraft Engines: Emission Standards and Test Procedures final rule may be viewed online at www.regulations.gov using the docket number listed above. A copy of this correction will be placed in the same docket. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at www.federalregister.gov and the Government Publishing Office's website at www.govinfo.gov. A copy may also be found at the FAA's Regulations and

Policies website at www.faa.gov/regulations_policies.

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267-9677. Commenters must identify the docket or amendment number of this rulemaking.

All documents the FAA considered in developing this correction, including economic analyses and technical reports, may be accessed in the electronic docket for this rulemaking.

Background

On April 24, 2024, the FAA published a final rule titled “Control of Non-Volatile Particulate Matter From Aircraft Engines: Emission Standards and Test Procedures” (89 FR 31078). That document adopts standards for measuring non-volatile particulate matter nvPM exhaust emissions from aircraft engines. With this rulemaking, the FAA implements the nvPM emissions standards adopted by the EPA, allowing manufacturers to certificate engines to the new nvPM emissions standards in the United States and fulfilling the statutory obligations of the FAA under the Clean Air Act. After publishing the final rule, the FAA became aware that certain information in the preamble and regulatory text sections regarding compliance, were inadvertently omitted. This document corrects errors in the preamble and regulatory text of that document.

Correction

In FR Doc. 2024-08453, beginning on page 31078, in the **Federal Register** of April 24, 2024, make the following correction(s):

■ 1. On page 31081, in the first column, at the end of the second paragraph of section B, add the sentence “To allow manufacturers with aircraft type certificated between January 1, 2023, and the effective date of this rule to demonstrate compliance with the requirements of part 34 without interruption to their manufacturing or delivery process, manufacturers will have 90 days to comply with this rule after the rule becomes effective.” after the sentence “This date is consistent with the effective date of the EPA final rule that adopted these standards.”

■ 2. On page 31088, in the first column, in amendatory instruction 11 for § 34.25, add paragraph (d) to read as follows:

§ 34.25 [Corrected]

* * * * *

(d) For engines type certificated after January 1, 2023 and prior to May 24, 2024, compliance with this part must be demonstrated no later than August 22, 2024.

Issued under authority provided by 49 U.S.C. 106(f), 44701(a), and 44703 in Washington, DC.

Brandon Roberts,

Executive Director, Office of Rulemaking.

[FR Doc. 2024-09904 Filed 5-2-24; 4:15 pm]

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DEPARTMENT OF COMMERCE

International Trade Administration

15 CFR Part 326

[Docket No. 240226-0059]

RIN 0625-AB24

The U.S. and Foreign Commercial Service Pilot Fellowship Program

AGENCY: International Trade Administration, Department of Commerce.

ACTION: Final rule.

SUMMARY: The Department of Commerce, International Trade Administration (ITA), Global Markets is issuing regulations implementing the U.S. and Foreign Commercial Service Pilot Fellowship Program to increase the level of knowledge and awareness of, and interest in employment with the United States and Foreign Commercial Service (US&FCS) among students, including students from underserved communities. This Program is intended to recruit graduate students interested in building a career with the U.S. Foreign Commercial Service. The Notice of Funding Opportunity (NOFO) on www.grants.gov shall provide more details regarding U.S. and Foreign Commercial Service Pilot Fellowship Program eligibility guidelines, application instructions, and program requirements.

DATES: This rule is effective on May 6.

FOR FURTHER INFORMATION CONTACT: Wendy Thompson at wendy.thompson@trade.gov or 202-754-4075.

SUPPLEMENTARY INFORMATION: The U.S. and Foreign Commercial Service Pilot Fellowship Program establishes a graduate student fellowship program to increase the level of knowledge and awareness of, and interest in employment with the U.S. & Foreign Commercial Service among students, including students from underserved communities. The Consolidated Appropriations Act, 2023, Public Law

117-328, Division B, Title I, under the appropriation for the International Trade Administration, authorizes funds “for the purpose of carrying out a pilot fellowship program of the United States Commercial Service under which the Secretary of Commerce may make competitive grants to appropriate institutions of higher education or students to increase the level of knowledge and awareness of, and interest in employment with, that Service among minority students.” The Act also states that, “any grants awarded under such program shall be made pursuant to regulations to be prescribed by the Secretary, which shall require as a condition of the initial receipt of grant funds, a commitment by prospective grantees to accept full-time employment in the Global Markets unit of the International Trade Administration upon the completion of participation in the program.”

In the Memorandum on *Guidance on Promoting Internships and other Student and Early Career Programs in the Federal Government*, dated January 19, 2023, the U.S. Office of Personnel Management (OPM) and the Office of Management and Budget (OMB) released guidance on increasing opportunities for internships, fellowships, apprenticeships, and other student and early career programs in the Federal Government, including paid internship programs. This guidance advances the goals of the “Strengthening and Empowering the Federal Workforce” priority in the President’s Management Agenda (PMA) and was issued pursuant to Executive Order 14035, Diversity, Equity, Inclusion, and Accessibility in the Federal Workforce (the DEIA Executive Order).

The purpose of the U.S. and Foreign Commercial Service Pilot Fellowship Program is to educate and train graduate students in International Relations, Economics, Business, Trade or Public Policy, and International Studies to build a pool of candidates eligible for the future U.S. and Foreign Commercial Service workforce and ITA Pathways Program opportunities. ITA will conduct broad outreach to raise awareness of the Fellowship program, including to Minority Serving Institutions such as Historically Black Colleges and Universities, Hispanic Serving Institutions, Indian Tribally Controlled Colleges and Universities, Alaska Native-Serving Institutions, and Native Hawaiian-Serving Institutions to increase the level of knowledge and awareness of, and interest in employment with, the U.S. Foreign