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Brandon Roberts,

Executive Director, Office of Rulemaking.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 120

[Docket No. FAA–2020–1058]

RIN 2120–AK09

Drug and Alcohol Testing of Certified Repair Station Employees Located Outside of the United States; Correction

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

ACTION: Final rule; correction.

SUMMARY: On December 18, 2024, the Federal Aviation Administration (FAA) published a final rule in the **Federal Register** titled “Drug and Alcohol Testing of Certified Repair Station Employees Located Outside of the United States”.

The final rule inadvertently mischaracterized two commenters which does not accurately reflect their respective memberships. This document makes those corrections.

DATES: Effective January 17, 2025.

FOR FURTHER INFORMATION CONTACT: Nancy Rodriguez Brown, Office of Aerospace Medicine, Drug Abatement Division, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267–8442; email: drugabatement@faa.gov.

SUPPLEMENTARY INFORMATION: On December 18, 2024, the FAA published the final rule Drug and Alcohol Testing of Certified Repair Station Employees Located Outside of the United States (RIN 2120–AK09) in the **Federal Register** at 89 FR 103416. That document requires certificated repair stations located outside the territory of the United States (U.S.) whose employees perform safety-sensitive maintenance functions on certain air carrier aircraft to conduct alcohol and controlled substance testing in a manner acceptable to the Administrator and consistent with the applicable laws of the country in which the repair station is located. The document also directs the repair station to comply with the requirements of the Drug and Alcohol

Testing Program published by the FAA and the Procedures for Transportation Workplace Drug Testing Programs published by the Department of Transportation, as proposed. However, the documents also allows foreign governments, on behalf of certificated repair stations within their territories, and individual foreign repair stations subject to the rule to obtain the Administrator’s recognition of a compatible alternative that contains minimum criteria in lieu of compliance with certain components of the Drug and Alcohol Testing Program.

In that final rule, the FAA inadvertently mischaracterized two commenters which does not accurately reflect their respective memberships. This document makes those corrections

Correction

In the final rule FR Doc. 2024–29837, beginning on page 103416, in the **Federal Register** of December 18, 2024, make the following correction: On page 103423 in the first column, in the first full paragraph, correct the last sentence to read as: “The 17 supporting commenters included transportation labor groups and unions (International Brotherhood of Teamsters (Teamsters), Transport Workers Union of America (TWU), and Transportation Trades Department, AFL–CIO (TTD)), a pilots’ union (Allied Pilots Association (APA)), a trade association (National Drug & Alcohol Screening Association (NDASA)), a Substance Abuse Professional (SAP) Directory service (SAPList), a software provider (Nexus 33 Group LLC), and 10 individuals.”

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Brandon Roberts,

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 135

[Docket No. FAA–2019–0360; Amdt. No. 135–145A]

RIN 2120–AL12

Removal of Check Pilot Medical Certificate Requirement; Correction

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

ACTION: Correcting amendments.

SUMMARY: On June 18, 2024, the Federal Aviation Administration (FAA) published a final rule titled “Removal of Check Pilot Medical Certificate Requirement,” which was corrected on July 16, 2024. That final rule removed inconsistencies applicable to the qualification requirements for check pilots and flight instructors in domestic, flag, and supplemental operations and flight instructors in commuter and on demand operations so that check pilots, check flight engineers, and flight instructors can continue to perform their functions in aircraft without a medical certificate unless they are serving as required flightcrew members. It also removed the medical certificate requirement for flight instructors in commuter and on-demand operations who perform their functions in aircraft and are not serving as required flightcrew members. The final rule inadvertently failed to revise two section headings. This document makes those corrections.

DATES: This correction is effective December 27, 2024.

FOR FURTHER INFORMATION CONTACT:

Joshua Jackson, Aviation Safety Inspector, Air Transportation Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: 202–267–8166; email: joshua.jackson@faa.gov.

SUPPLEMENTARY INFORMATION: On June 18, 2024, the FAA published a final rule titled “Removal of Check Pilot Medical Certificate Requirement.”¹ That final rule removed inconsistencies applicable to the qualification requirements for check pilots and flight instructors in domestic, flag, and supplemental operations and flight instructors in commuter and on demand operations so that check pilots, check flight engineers, and flight instructors can continue to perform their functions in aircraft without a medical certificate unless they are serving as required flightcrew members. It also removed the medical certificate requirement for flight instructors in commuter and on-demand operations who perform their functions in aircraft and are not serving as required flightcrew members. This is the second set of corrections. The first set of corrections was published in the **Federal Register** on July 16, 2024 (89 FR 57729). This document augments the previously published corrections.

After publication of the final rule, the FAA determined that the revisions to the section headings for §§ 135.339 and

¹ Removal of Check Pilot Medical Certificate Requirement final rule, 89 FR 51416 (Jun. 18, 2024), corrected at 89 FR 57729 (Jul. 16, 2024).