

(e) *Electrical power characteristics.* The applicant must identify, declare, document, and provide to the installer as part of the requirements in § 33.5, the characteristics of any electrical power supplied from—

(1) the aircraft to the engine electrical system, for starting and operating the engine, including transient and steady-state voltage limits, and

(2) the engine to the aircraft via energy regeneration, and any other characteristics necessary for safe operation of the engine.

(f) *Environmental limits.* Environmental limits that cannot adequately be substantiated by endurance demonstration, validated analysis, or a combination thereof must be demonstrated by the system and component tests in special condition no. 27 of these special conditions.

(g) *Electrical system failures.* The engine electrical system must—

(1) Have a maximum rate of LOPC that is suitable for the intended aircraft application;

(2) When in the full-up configuration, be single-fault tolerant, as determined by the Administrator, for electrical, electrically detectable, and electronic failures involving LOPC events;

(3) Not have any single failure that results in hazardous engine effects; and

(4) Ensure failures or malfunctions that lead to local events in the intended aircraft application do not result in hazardous engine effects, as defined in special condition no. 17(d)(2) of these special conditions, due to electrical system failures or malfunctions.

(h) *System safety assessment.* The applicant must perform a system safety assessment. This assessment must identify faults or failures that affect normal operation, together with the predicted frequency of occurrence of these faults or failures. The intended aircraft application must be taken into account to assure the assessment of the engine system safety is valid. The rates of hazardous and major faults must be declared, documented, and provided to the installer as part of the requirements in § 33.5.

Issued in Kansas City, Missouri, on December 19, 2024.

Patrick R. Mullen,

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

[FR Doc. 2024–30855 Filed 12–26–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 61

[Docket No. FAA–2024–2580; Amdt. No. 61–158A]

RIN 2120–AM06

Regulatory Updates to BasicMed; Correction

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

ACTION: Correcting amendment.

SUMMARY: On November 18, 2024, the Federal Aviation Administration (FAA) published a final rule titled “Regulatory Updates to BasicMed.” That document implemented the provisions of sections 815 and 828 of the FAA Reauthorization Act of 2024. The final rule’s revision to the part 61 authority citation that cites the 2024 FAA Reauthorization Act was erroneously overwritten by another rulemaking action revising part 61. This document corrects the amendatory instruction and revises the part 61 authority citation to be inclusive of the intended updates promulgated in the BasicMed final rule.

DATES: This correction is effective December 27, 2024.

FOR FURTHER INFORMATION CONTACT: Bradley C. Zeigler, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–1100; email: Bradley.C.Zeigler@faa.gov.

SUPPLEMENTARY INFORMATION: On October 1, 2024, the FAA published the final rule *Removal of Expiration Date on a Flight Instructor Certificate; Additional Qualification Requirements To Train Initial Flight Instructor Applicants; and Other Provisions* in the **Federal Register** (89 FR 80020) (hereinafter the CFI rule). That final rule removed the expiration date on flight instructor certificates to align with other airman certificates. Additional amendments included updating renewal requirements to recent experience requirements, introducing a new method for establishing recent flight instructor experience, and allowing instructors with a lapse of no more than three months to reinstate privileges via an approved flight instructor refresher course instead of a practical test. The final rule also added two new methods for flight instructors to qualify to train initial applicants.

As part of the amendments made in the CFI rule, the FAA revised the authority citation for part 61 by

removing 49 U.S.C. 106(g) as that paragraph had been removed and reserved as part of the FAA Reauthorization Act of 2024. The final rule added section 820 of Public Law 118–63 to the authority citation. Section 820 of the FAA Reauthorization Act of 2024 required the FAA to promulgate the CFI final rule within 18 months after the date of enactment of the Act, to at a minimum, update part 61, Code of Federal Regulations, to remove the expiration date on the flight instructor certificate and replace the requirement that a flight instructor renews their flight instructor certificate with appropriate recent experience requirements. The CFI rule became effective on December 1, 2024.

Subsequently, on November 18, 2024, the FAA published the final rule *Regulatory Updates to BasicMed* (89 FR 90572) (hereinafter the BasicMed rule). That final rule implemented the provisions of sections 815 and 828 of the FAA Reauthorization Act of 2024. In the BasicMed rule, the FAA revised the authority citation for part 61 by adding sections 815 and 828 of Public Law 118–63 to the authority citation for part 61. The BasicMed final rule became effective on the date of publication, November 18, 2024.

However, when the CFI rule became effective on December 1, 2024, and the authority citation for part 61 was revised in accordance with the instructions contained in the CFI rule, those revisions inadvertently removed the revisions made in the BasicMed final rule which published after, but became effective before, the CFI rule. Therefore, this correction revises the authority citation for part 61 to include both the revisions from the CFI rule and the BasicMed rule.

List of Subjects in 14 CFR Part 61

Aircraft, Airmen, Aviation safety, Reporting and recordkeeping requirements.

PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS

■ 1. The authority citation for part 61 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701–44703, 44707, 44709–44711, 44729, 44903, 45102–45103, 45301–45302; Sec. 2307, Pub. L. 114–190, 130 Stat. 615 (49 U.S.C. 44703 note); sec. 318, Pub. L. 115–254, 132 Stat. 3186 (49 U.S.C. 44703 note); sec. 820, Pub. L. 118–63, 138 Stat. 1330 (49 U.S.C. 44939 note); secs. 815 and 828, Pub. L. 118–63, 138 Stat. 1328, 1336 (49 U.S.C. 44703 note).

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. 2024–30940 Filed 12–26–24; 8:45 am]

BILLING CODE 4910–13–P

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.”

Issued under authority provided by 49 U.S.C. 106(f), 45102, 44731(d) in Washington, DC.

Brandon Roberts,

Executive Director, Office of Rulemaking.

[FR Doc. 2024–30848 Filed 12–26–24; 8:45 am]

BILLING CODE 4910–13–P

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).