thrust, and reverse thrust operations, as applicable, with a representative propeller. These demonstrations may be conducted in a manner acceptable to the Administrator as part of the endurance, durability, and operation demonstrations.

**(32) General conduct of tests.**

(a) Maintenance of the engine may be made during the tests in accordance with the service and maintenance instructions submitted in compliance with § 33.4.

(b) The applicant must subject the engine or its parts to any additional tests that the Administrator finds necessary if—

(1) The frequency of engine service is excessive;

(2) The number of stops due to engine malfunction is excessive;

(3) Major engine repairs are needed; or

(4) Replacement of an engine part is found necessary during the tests, or due to the teardown inspection findings.

(c) Upon completion of all demonstrations and testing specified in these special conditions, the engine and its components must be—

(1) within serviceable limits;

(2) safe for continued operation; and

(3) capable of operating at declared ratings while remaining within limits.

**(33) Engine electrical systems.**

(a) *Applicability.* Any system or device that provides, uses, conditions, or distributes electrical power, and is part of the engine type design, must provide for the continued airworthiness of the engine, and must maintain electric engine ratings.

(b) *Electrical systems.* The electrical system must ensure the safe generation and transmission of power, and electrical load shedding, and that the engine does not experience any unacceptable operating characteristics or exceed its operating limits.

(c) *Electrical power distribution.*

(1) The engine electrical power distribution system must be designed to provide the safe transfer of electrical energy throughout the electrical power plant. The system must be designed to provide electrical power so that the loss, malfunction, or interruption of the electrical power source will not result in a hazardous engine effect, as defined in special condition no. 17(d)(2) of these special conditions, or detrimental engine effects in the intended aircraft application.

(2) The system must be designed and maintained to withstand normal and abnormal conditions during all ground and flight operations.

(3) The system must provide mechanical or automatic means of isolating a faulted electrical energy generation or storage device from affecting the safe transmission of electric energy to the electric engine.

(d) *Protection systems.* The engine electrical system must be designed such that the loss, malfunction, interruption of the electrical power source, or power conditions that exceed design limits will not result in a hazardous engine effect, as defined in special condition no. 17(d)(2) of these special conditions.

(e) *Electrical power characteristics.* The applicant must identify and declare, in the engine installation manual, 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, or

(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 loss of power control (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.

Issued in Kansas City, Missouri, on March 6, 2024.

**Patrick R. Mullen,**

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

[FR Doc. 2024–05101 Filed 3–19–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Parts 91, 125, 135, 137, and 145

**[Docket No.: FAA–2024–0025; Notice No. 24–08A]**

**RIN 2120–AL20**

## Inspection Programs for Single-Engine Turbine-Powered Airplanes and Unmanned Aircraft; and Miscellaneous Maintenance-Related Updates; Correction

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

**ACTION:** Notice of proposed rulemaking (NPRM); correction; extension of comment period.

**SUMMARY:** The FAA is correcting an NPRM published on January 31, 2024. In that document, the FAA proposed to amend its regulations to revise certain aircraft maintenance inspection rules for small, corporate-sized, and unmanned aircraft. This document corrects errors in the preamble of that document.

**DATES:** The comment period for the proposed rule published January 31, 2024, at 89 FR 6056, is extended. The comment period originally scheduled to close on April 1, 2024, is extended to close on May 1, 2024.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this action, contact Bryan B. Davis, Airmen & Special Projects Branch, AFS–320, Aircraft Maintenance Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267–1675; email *Bryan.Davis@faa.gov.*

**SUPPLEMENTARY INFORMATION:**

### Background

On January 31, 2024, the FAA published an NPRM titled, ''Inspection Programs for Single-Engine Turbine-Powered Airplanes and Unmanned Aircraft; and Miscellaneous Maintenance-Related Updates'' (89 FR 6056).

In that NPRM, the FAA proposed to amend its regulations to revise certain

aircraft maintenance inspection rules for small, corporate-sized, and unmanned aircraft. The proposed changes include additional inspection program options for owners of single-engine turbine-powered airplanes and unmanned aircraft, relaxed mechanical reliability reporting requirements for part 91, subpart K aircraft, and several changes to clarify and simplify various maintenance-related regulations. These proposed amendments would relieve aircraft owners, operators, maintenance providers, and the FAA. The proposed amendments would provide greater flexibility for aircraft maintenance, standardized reporting requirements, and provide clarification of various maintenance-related regulations.

*Extension of the Comment Period*

When the NPRM published on January 31, 2024, the comment period was scheduled to close on April 1, 2024. The FAA recognizes that the NPRM had incorrect information for approximately thirty (30) days and that the Preliminary Regulatory Impact Analysis that supports the NPRM had not been placed on the docket. The FAA has placed the Preliminary Regulatory Impact Analysis in the docket (FAA–2024–0025) and it is now available for review and comment. Based on this, the FAA has determined that it is appropriate to extend the comment period to May 1, 2024.

After publishing the NPRM, the FAA became aware that certain information in the preamble, specifically in the Regulatory Notices and Analyses section, was incorrect. This document corrects those errors.

**Correction**

In FR Doc. 2024–00763, beginning on page 6067 in the **Federal Register** of January 31, 2024, make the following corrections:

1. On page 6607, in the sentence in the Summary of Benefits and Costs section in the third column correct ''Table 1 below presents a summary of estimated costs and cost savings for this proposal's manned aircraft maintenance programs over a 10-year time period'' to read ''Table 3 below presents a summary of estimated costs and cost savings for this proposal's manned aircraft maintenance programs over a 10-year time period.''

2. On page 6067, in the second to last column to the right in Table 3—Summary of Costs and Cost Savings correct ''Annualized net cost savings 7%—$7,372,660'' to read ''Annualized net cost savings 7%—$7,411,916.''

3. On page 6067, in the last column to the right of Table 3—Summary of Cost and Cost Savings correct ''Annualized net cost savings 3%—$7,392,755'' to read ''Annualized net cost savings 3%—$7,418,122.''

4. On page 6068, in the sentence in the Costs and Cost Savings section in the third column correct ''Table 2 presents undiscounted cost savings, costs, net costs, discounted net cost savings, and annualized cost savings based on only one manufacturer offering its recommended inspection program'' to read ''Table 4 presents undiscounted cost savings, costs, net costs, discounted net cost savings, and annualized cost savings based on only one manufacturer offering its recommended inspection program.''

5. On page 6068, in the sentences starting at the bottom of the second column correct ''For Year 1 in Table 3, using 2022 forecast estimates, the annual potential cost savings of the proposed rule would be $38,652,509 [$7,974 (estimated cost savings per aircraft) × 4,847 (estimated single turboprops)]. In the remaining years in the 10-year period of analysis in Table 3, annual potential cost savings are calculated in the same manner as in Year 1 by multiplying $7,974 cost savings per aircraft with the number of forecasted aircrafts'' to read ''For Year 1 in Table 5, using 2022 forecast estimates, the annual potential cost savings of the proposed rule would be $38,652,509 [$7,974 (estimated cost savings per aircraft) × 4,847 (estimated single turboprops)]. In the remaining years in the 10-year period of analysis in Table 5, annual potential cost savings are calculated in the same manner as in Year 1 by multiplying $7,974 cost savings per aircraft with the number of forecasted aircrafts.''

Issued under authority provided by 49 U.S.C. 106(f), 44701(a), and 44707 in Washington, DC.

**Brandon Roberts,**

*Executive Director, Office of Rulemaking.*

[FR Doc. 2024–05825 Filed 3–19–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

### 21 CFR Part 216

**[Docket No. FDA–2023–N–0061]**

**RIN 0910–AI31**

## Drug Products or Categories of Drug Products That Present Demonstrable Difficulties for Compounding Under Sections 503A or 503B of the Federal Food, Drug, and Cosmetic Act

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Proposed rule.

**SUMMARY:** The Food and Drug Administration is proposing to establish criteria for the lists of drug products or categories of drug products that present demonstrable difficulties for compounding (Demonstrable Difficulties for Compounding Lists or DDC Lists) under certain sections of the Federal Food, Drug, and Cosmetic Act. Additionally, the Agency is proposing to identify the first three categories of drug products on both DDC Lists. Drug products or categories of drug products that appear on the DDC Lists cannot qualify for certain statutory exemptions, and therefore may not be compounded under, either section 503A or section 503B, respectively.

**DATES:** Either electronic or written comments on the proposed rule must be submitted by June 18, 2024.

**ADDRESSES:** You may submit comments as follows. Please note that late, untimely filed comments will not be considered. The *https://www.regulations.gov* electronic filing system will accept comments until 11:59 p.m. Eastern Time at the end of June 18, 2024. Comments received by mail/hand delivery/courier (for written/paper submissions) will be considered timely if they are received on or before that date.

*Electronic Submissions*

Submit electronic comments in the following way:

- *Federal eRulemaking Portal: https://www.regulations.gov*. Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to *https://www.regulations.gov* will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted,