

demonstrations including feathering, negative torque, negative thrust, and reverse thrust operations, as applicable, with a representative propeller.

(c) The demonstrations must be accomplished in accordance with (a) and (b) or otherwise performed in a manner acceptable to the Administrator.

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 if load shedding is required, and that the engine does not experience any unacceptable operating characteristics or exceed its operating limits. Electrical wiring interconnection systems must be protected against arc faults that could result in hazardous engine effects as defined in special condition no. 17(d)(2) of these special conditions.

(c) Electrical power distribution.

(1) The engine electrical power distribution system must be designed to provide the safe transfer of electrical energy throughout the electric engine. 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.

(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 leading to hazardous engine effects, as defined in special condition no. 17(d)(2) of these special conditions, or detrimental effects in the intended aircraft application.

(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 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 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 any electrical system 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 documented in accordance with § 33.5.

Issued in Fort Worth, Texas, on March 13, 2026.

Jorge R. Castillo,

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

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DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Part 7

[NPS-GLCA-NPS0041103; NPS-2024-0005; PPIMGLCAS0 PPMPAS1Z.Y00000 266P103601]

RIN 1024-AE91

Glen Canyon National Recreation Area; Motor Vehicles; Withdrawal

AGENCY: National Park Service; Interior.

ACTION: Final rule; withdrawal.

SUMMARY: This action withdraws a final rule that published on January 13, 2025. The National Park Service has terminated the rulemaking process.

DATES: The January 13, 2025, final rule (90 FR 2621) is withdrawn as of March 18, 2026.

FOR FURTHER INFORMATION CONTACT:

Jacob Ohlson, Superintendent, Glen Canyon National Recreation Area, P.O. Box 1507, Page, Arizona 86040, by phone at 928-608-6209, or by email at GLCA_Superintendent@nps.gov.

Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States.

SUPPLEMENTARY INFORMATION: On Friday, May 23, 2025, the President of the United States signed the following bill into law: H.J. Res. 60—Joint Resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the National Park Service relating to “Glen Canyon National Recreation Area: Motor Vehicles.” Public Law 119-13. The NPS published the final rule that was disapproved by H.R. Res. 60 on January 13, 2025 (90 FR 2621). The NPS delayed the effective date of the final rule on

February 13, 2025 (90 FR 9518) and on March 14, 2025, the NPS postponed the effective date of the final rule indefinitely, pending judicial review (90 FR 12108). The NPS now withdraws the final rule and terminates the rulemaking process due to its disapproval under the Congressional Review Act.

Kevin J. Lilly,

*Principal Deputy Assistant Secretary,
Exercising the Delegated Authority of the
Assistant Secretary for Fish and Wildlife and
Park.*

[FR Doc. 2026-05312 Filed 3-17-26; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 622

[Docket No. 260304-0062]

RIN 0648-BN62

Fisheries of the Caribbean, Gulf of America, and South Atlantic; Fishery Management Plans of St. Croix and St. Thomas and St. John; Queen Triggerfish Management Measures

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Final rule.

SUMMARY: NMFS issues this final rule to modify the annual catch limits (ACLs) for queen triggerfish in Federal waters around the U.S. Virgin Islands (USVI) as described in Framework Action 3 under the St. Croix Fishery Management Plan (FMP) and Framework Action 3 under the St. Thomas and St. John FMP (collectively Framework Action 3). The purpose of this final rule and Framework Action 3 is to update queen triggerfish management reference points under the St. Croix FMP and the St. Thomas and St. John FMP consistent with the most recent queen triggerfish stock assessments to prevent overfishing and achieve optimum yield (OY).

DATES: This final rule is effective April 17, 2026.

ADDRESSES: Electronic copies of Framework Action 3, which includes an environmental assessment, a regulatory impact review, and a Regulatory Flexibility Act (RFA) analysis, may be obtained from the Southeast Regional Office website at <https://www.fisheries.noaa.gov/action/framework-action-3-under-st-croix-and->

st-thomas-and-st-john-fishery-management-plans.

FOR FURTHER INFORMATION CONTACT:

Sarah Stephenson, 727-824-5305, sarah.stephenson@noaa.gov.

SUPPLEMENTARY INFORMATION: NMFS, with the advice of the Caribbean Fishery Management Council (Council), manages the St. Croix fishery and the St. Thomas and St. John fishery under the St. Croix FMP and the St. Thomas and St. John FMP, respectively. NMFS implements the St. Croix FMP and the St. Thomas and St. John FMP through regulations at 50 CFR part 622 under the authority of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

On October 2, 2025, NMFS published a proposed rule to implement Framework Action 3 and requested public comment (90 FR 47713). The proposed rule and Framework Action 3 outline the rationale for the actions contained in this final rule. A summary of the management measures described in Framework Action 3 and implemented by this final rule is described below.

All weights described in this final rule are in round weight.

Background

The Magnuson-Stevens Act requires NMFS to prevent overfishing and to achieve, on a continuing basis, the OY from federally managed fish stocks to ensure that fishery resources are managed for the greatest overall benefit to the Nation, particularly with respect to providing food production and recreational opportunities, and protecting marine ecosystems.

This action is taken under the statutory authority of the Magnuson-Stevens Act section 303(a)(1) as necessary and appropriate for the conservation and management of the fishery to prevent overfishing and to promote the long-term health and stability of the fishery.

The St. Croix FMP and St. Thomas and St. John FMP were approved by the Secretary of Commerce on September 22, 2020, along with the Puerto Rico FMP, under section 304(a)(3) of the Magnuson-Stevens Act. On September 13, 2022, NMFS published the final rule to implement the FMPs (87 FR 56204), which took effect on October 13, 2022. Each FMP contains management measures applicable for Federal waters off the respective island management area, including the current ACL values for the St. Croix and the St. Thomas and St. John queen triggerfish stocks. Queen triggerfish is managed as an individual stock under each FMP. Federal

regulations at 50 CFR part 622 subparts T and U describe management measures for St. Croix and for St. Thomas and St. John, respectively. Federal waters around St. Croix, St. Thomas, and St. John extend seaward from 3 nautical miles (5.6 kilometers) from shore of each island district to the offshore boundary of the U.S. Caribbean exclusive economic zone.

The St. Croix FMP and St. Thomas and St. John FMP established status determination criteria (SDC) and other management reference points for queen triggerfish in Federal waters around each management area. Each FMP applies a four-tiered acceptable biological catch (ABC) control rule depending on differing levels of data availability. Each tier specifies SDC, including the maximum fishing mortality threshold (MFMT), minimum stock size threshold (MSST), and overfishing limit (OFL), or OFL proxy, and other reference points such as the maximum sustainable yield (MSY), or MSY proxy, and ABC. Under the ABC control rule, tier 1 applies to stocks with the most data available, and each subsequent tier operates with less available data than the preceding tier. Tier 4, the final tier, is the most data limited and applies when no accepted quantitative assessment is available. Tier 4 contains two sub-tiers, tier 4a and tier 4b, which are based on an understanding of the stock's vulnerability to fishing pressure. Tier 4a applies when the stock's vulnerability to fishing pressure is relatively low or moderate, while tier 4b applies to stocks with a high vulnerability to fishing pressure.

In both the St. Croix FMP and the St. Thomas and St. John FMP, queen triggerfish is considered a tier 4a stock. The MSY proxy, MFMT, and MSST were defined, but as a result of data limitations, were not quantified. Similarly, the OFL for each stock could not be quantified. As such, a new reference point, the sustainable yield level (SYL), was quantified and used as the OFL proxy. The SYL is a level of landings that can be sustained by a stock over the long-term. For queen triggerfish in each FMP, the Council's Scientific and Statistical Committee (SSC) derived the ABC from the SYL, and the Council recommended the ACL for each stock be equal to 95 percent of the SSC's recommended ABC. For each stock, the OY was set equal to the ACL.

Under the St. Croix FMP, the queen triggerfish ACL is 21,450 pounds (lb; 9,729.5 kilograms [kg]). Under the St. Thomas and St. John FMP, the queen triggerfish ACL is 97,670 lb (44,302.3 kg).