Document	ADAMS accession No./weblink/ **Federal Register** citation
Preliminary Safety Evaluation Report, Model No. NAC–UMS® Universal Storage System, Renewed CoC No. 1015, Amendment Nos. 5 through 9, Revision 1, and Amendment No. 10.	ML25029A237

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List of Subjects in 10 CFR Part 72

Administrative practice and procedure, Hazardous waste, Indians, Intergovernmental relations, Nuclear energy, Penalties, Radiation protection, Reporting and recordkeeping requirements, Security measures, Spent fuel, Whistleblowing.

For the reasons set out in the preamble and under the authority of the Atomic Energy Act of 1954, as amended; the Energy Reorganization Act of 1974, as amended; the Nuclear Waste Policy Act of 1982, as amended; and 5 U.S.C. 552 and 553; the NRC is adopting the following amendments to 10 CFR part 72:

PART 72—LICENSING REQUIREMENTS FOR THE INDEPENDENT STORAGE OF SPENT NUCLEAR FUEL, HIGH-LEVEL RADIOACTIVE WASTE, AND REACTOR-RELATED GREATER THAN CLASS C WASTE

■ 1. The authority citation for part 72 continues to read as follows:

Authority: Atomic Energy Act of 1954, secs. 51, 53, 57, 62, 63, 65, 69, 81, 161, 182, 183, 184, 186, 187, 189, 223, 234, 274 (42 U.S.C. 2071, 2073, 2077, 2092, 2093, 2095, 2099, 2111, 2201, 2210e, 2232, 2233, 2234, 2236, 2237, 2238, 2273, 2282, 2021); Energy Reorganization Act of 1974, secs. 201, 202, 206, 211 (42 U.S.C. 5841, 5842, 5846, 5851); National Environmental Policy Act of 1969 (42 U.S.C. 4332); Nuclear Waste Policy Act of 1982, secs. 117(a), 132, 133, 134, 135, 137, 141, 145(g), 148, 218(a) (42 U.S.C. 10137(a), 10152, 10153, 10154, 10155, 10157, 10161, 10165(g), 10168, 10198(a)); 44 U.S.C. 3504 note.

■ 2. In § 72.214, Certificate of Compliance No. 1015 is revised to read as follows:

§ 72.214 List of approved spent fuel storage casks.

* * * * *

Certificate Number: 1015.

Initial Certificate Effective Date: November 20, 2000, superseded by Renewed Initial Certificate Effective Date: July 15, 2024.

Amendment Number 1 Effective Date: February 20, 2001, superseded by Renewed Amendment Number 1 Effective Date: July 15, 2024.

Amendment Number 2 Effective Date: December 31, 2001, superseded by Renewed Amendment Number 2 Effective Date: July 15, 2024.

Amendment Number 3 Effective Date: March 31, 2004, superseded by Renewed Amendment Number 3 Effective Date: July 15, 2024.

Amendment Number 4 Effective Date: October 11, 2005, superseded by Renewed Amendment Number 4 Effective Date: July 15, 2024.

Amendment Number 5 Effective Date: January 12, 2009, superseded by Renewed Amendment Number 5 Effective Date: July 15, 2024, superseded by Renewed Amendment Number 5, Revision 1 Effective Date: February 23, 2026.

Amendment Number 6 Effective Date: January 7, 2019, superseded by Renewed Amendment Number 6 Effective Date: July 15, 2024, superseded by Renewed Amendment Number 6, Revision 1 Effective Date: February 23, 2026.

Amendment Number 7 Effective Date: July 29, 2019, superseded by Renewed Amendment Number 7 Effective Date: July 15, 2024, superseded by Renewed Amendment Number 7, Revision 1 Effective Date: February 23, 2026.

Amendment Number 8 Effective Date: October 19, 2021, as corrected (ADAMS Accession No. ML21312A499); superseded by Renewed Amendment Number 8 Effective Date: July 15, 2024; superseded by Renewed Amendment Number 8, Revision 1 Effective Date: February 23, 2026.

Amendment Number 9 Effective Date: August 29, 2022, superseded by Renewed Amendment Number 9 Effective Date: July 15, 2024, superseded by Renewed Amendment Number 9, Revision 1 Effective Date: February 23, 2026.

Renewed Amendment Number 10 Effective Date: February 23, 2026.

SAR Submitted by: NAC International, Inc.

SAR Title: Final Safety Analysis Report for the NAC–UMS® Universal Storage System.

Docket Number: 72–1015.

Certificate Expiration Date: November 20, 2060.

Model Number: NAC–UMS.

* * * * *

Dated: November 19, 2025.

For the Nuclear Regulatory Commission.

Michael King,

Acting Executive Director for Operations.

[FR Doc. 2025–22229 Filed 12–5–25; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. FAA–2024–2387; Special Conditions No. 25–870–SC]

Special Conditions: Airbus Models A321 neo ACF and A321 neo XLR; Single-Occupant Oblique Seats With Pretensioner Restraint Systems; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; correction.

SUMMARY: The FAA published a document in the **Federal Register** on December 13, 2024, issuing special conditions for oblique (side-facing) passenger seats which include a 3-point restraint system with pretensioner. The document references an incorrect special condition number.

DATES: This correction is effective on December 8, 2025.

FOR FURTHER INFORMATION CONTACT: Michael H. Harrison, Technical Writing Section, AIR–646, Integration and Performance Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 2200 S 216th Street, Des Moines, WA; telephone (206) 231–3368; email *Michael.Harrison@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

On December 9, 2024, the FAA issued final special conditions for the Airbus

Models A321 neo ACF and A321 neo XLR with single-occupant oblique seats with pretensioner restraint systems, which published in the **Federal Register** on December, 13 2024 (89 FR 100727). The original special conditions used an incorrect special condition number. The correct number should be Special Conditions No. 25–870–SC.

Correction

In the **Federal Register** of December 13, 2024 (89 FR 100727), make the following correction:

On page 100727, in the first column, in the preamble section, correct ''[Docket No. FAA–2024–2387; Special Conditions No. 25–871–SC]'' to read ''[Docket No. FAA–2024–2387; Special Conditions No. 25–870–SC]''.

Issued in Kansas City, Missouri on December 3, 2025.

Patrick R. Mullen,

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

[FR Doc. 2025–22163 Filed 12–5–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0214; Project Identifier MCAI–2024–00391–R; Amendment 39–23099; AD 2025–16–02]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters Deutschland GmbH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Deutschland GmbH Model MBB–BK 117 C–2 and MBB–BK 117 D–2 helicopters. This AD was prompted by reports of significant wear of the spherical bearings of the control rod assembly and pitch link assembly. This AD requires measuring the radial play of certain spherical bearings of control rod assemblies and pitch link assemblies, reporting the results, and depending on the results, taking corrective action. This AD also prohibits installing certain control rod assemblies and pitch link assemblies unless certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective January 12, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 12, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–0214; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: *ADs@easa.europa.eu;* website: *easa.europa.eu.* You may find the EASA material on the EASA website at *ad.easa.europa.eu.*
- You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at *regulations.gov* under Docket No. FAA–2025–0214.

FOR FURTHER INFORMATION CONTACT: Michael Mueller, Aviation Safety Engineer, FAA, 1600 Stewart Avenue Suite 410, Westbury, NY 11590; phone: (847) 294–7543; email: *michael.j.mueller@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Airbus Helicopters Deutschland GmbH Model MBB–BK 117 C–2 and MBB–BK 117 D–2 helicopters. The NPRM was published in the **Federal Register** on February 26, 2025 (90 FR 10705). The NPRM was prompted by AD 2024–0131, dated July 8, 2024 (EASA AD 2024–0131) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states there have been reports of significant wear of the spherical bearings of control rod assemblies and pitch link assemblies having part number 105–13122, B623M3001101, D623M3201101, or D623M3201102. This condition, if not detected and corrected, could lead to erroneous pitch and oscillations of the main rotor blades and consequent loss of control of the helicopter.

In the NPRM, the FAA proposed to require measuring the radial play of certain spherical bearings of control rod assemblies and pitch link assemblies, reporting the results, and depending on the results, taking corrective action. The NPRM also prohibited installing certain control rod assemblies and pitch link assemblies unless certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–0214.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from two commenters. The commenters were an individual and the Air Medical Mechanics Organization (AMMO). The individual commenter expressed support for the proposed AD as written. The following presents the comments received on the NPRM and the FAA's response to the comments.

Request To Incorporate Requirements Directly Into the AD

AMMO commented that the practice of relying on manufacturer-issued and foreign regulatory documents that are not fully integrated into the rule text creates ambiguity, enforcement concerns, and procedural noncompliance under Section 14 of the Code of Federal Regulations (14 CFR) Part 39 and the Administrative Procedure Act. The commenter requested that the FAA incorporate the complete inspection method, measurable thresholds, and response actions directly into the AD text. The commenter also requested that the FAA provide FAA-originated inspection criteria and field-level illustrations.

The FAA disagrees with the request. In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. This AD incorporates EASA AD 2024–0131 by reference. Incorporation by reference (IBR) allows Federal agencies to comply with the requirement to publish rules in the **Federal Register** by referring to materials already published elsewhere. The legal effect of IBR is that the