

significant regulatory action under section 3(f) of E.O. 12866, though not economically significant under section 3(f)(1). Accordingly, the NRC submitted the proposed rule to OIRA for review. The NRC is required to conduct an economic analysis in accordance with section 6(a)(3)(B) of E.O. 12866. More can be found in Section VII of the direct final rule, “Regulatory Analysis.”

B. Executive Order 14192: Unleashing Prosperity Through Deregulation

This action is tentatively determined to be a deregulatory action as defined by

E.O. 14192. Details on the estimated costs of this proposed rule can be found in Section VII of the direct final rule, “Regulatory Analysis.”

C. Executive Order 14267: Reducing Anti-Competitive Regulatory Barriers

E.O. 14267 requires the NRC to identify anti-competitive regulations for rescission or modification. The NRC identified § 30.71 because of section 3(a)(iv) of the Executive order. The proposed modification of the regulation would support the objectives of E.O. 14267 by removing regulatory

requirements that could create or facilitate licensure or accreditation requirements that unduly limit competition.

VIII. Availability of Documents

The documents identified in the following table are available to interested persons through one or more of the following methods, as indicated.

Document	ADAMS accession No./web Link/ Federal Register Citation
Related Documents	
Requirements for Expanded Definition of Byproduct Material, Final Rule, October 1, 2007	72 FR 55864.
Standards for Protection Against Radiation, Final Rule, May 21, 1991	56 FR 23360.
NUREG-1717, “Systematic Radiological Assessment of Exemptions for Source and Byproduct Materials,” June 2001.	ML011980433 (package).
Letter from Catherine A. Ribaldo, National Institutes of Health, December 15, 2020	ML20353A268 (package).
Licensing Requirements, Exemptions for Certain AEC Contractors, Final Rule, October 20, 1964	29 FR 14401.
Licensing of Byproduct Material, Final Rule; January 11, 1956	21 FR 213.
Radioisotope Distribution, Final Rule, April 13, 1951	16 FR 3251.
Agreement State Program Policy Statement, October 18, 2017	82 FR 48535.
Presidential Memorandum, “Plain Language in Government Writing,” June 10, 1998	63 FR 31885.
NRC Regulatory Analysis, Public Website	https://www.nrc.gov/about-nrc/regulatory/rulemaking/regulatory-analysis .
Executive Orders	
Executive Order 12866, “Regulatory Planning and Review,” October 4, 1993	58 FR 51735.
Executive Order 14192, “Unleashing Prosperity Through Deregulation,” February 6, 2025	90 FR 9065.
Executive Order 14215, “Ensuring Accountability for All Agencies,” February 24, 2025	90 FR 10447.
Executive Order 14300, “Ordering the Reform of the Nuclear Regulatory Commission,” May 29, 2025	90 FR 22587.

The NRC may post materials related to this document, including public comments, on the Federal rulemaking website at <https://www.regulations.gov> under Docket ID NRC-2025-1568. In addition, the Federal rulemaking website allows members of the public to receive alerts when changes or additions occur in a docket folder. To subscribe: 1) navigate to the docket folder (NRC-2025-1568); 2) click the “Subscribe” button; and 3) enter an email address and click on the “Subscribe” button.

List of Subjects

10 CFR Part 20

Byproduct material, Criminal penalties, Fusion, Hazardous waste, Licensed material, Nuclear energy, Nuclear materials, Nuclear power plants and reactors, Occupational safety and health, Packaging and containers, Penalties, Radiation protection, Reporting and recordkeeping requirements, Source material, Special nuclear material, Waste treatment and disposal.

10 CFR Part 30

Byproduct material, Criminal penalties, Government contracts, Intergovernmental relations, Isotopes, Nuclear energy, Nuclear materials, Penalties, Radiation protection, Reporting and recordkeeping requirements, Whistleblowing.

10 CFR Part 40

Criminal penalties, Exports, Government contracts, Hazardous materials transportation, Hazardous waste, Nuclear energy, Nuclear materials, Penalties, Reporting and recordkeeping requirements, Source material, Uranium, Whistleblowing.

10 CFR Part 70

Classified information, Criminal penalties, Emergency medical services, Hazardous materials transportation, Material control and accounting, Nuclear energy, Nuclear materials, Packaging and containers, Penalties, Radiation protection, Reporting and recordkeeping requirements, Scientific

equipment, Security measures, Special nuclear material, Whistleblowing.

Dated: October 1, 2026.

For the Nuclear Regulatory Commission.

Jody Martin,

Secretary of the Commission.

[FR Doc. 2026-20335 Filed 10-2-26; 8:45 am]

BILLING CODE 7590-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 23

[Docket No. FAA-2025-5730; Notice No. 23-26-01-SC]

Special Conditions: Honda Aircraft Company LLC Model HA-480 Airplane; High Altitude Operation

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed special conditions.

SUMMARY: This action proposes special conditions for the Honda Aircraft Company LLC (Honda) Model HA-480 airplane. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for normal category airplanes. This airplane will have design features associated with high altitude operations up to 47,000 feet. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

DATES: Send comments on or before November 19, 2026.

ADDRESSES: Send comments identified by Docket No. FAA-2025-5730 using any of the following methods:

Federal eRegulations Portal: Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

Mail: Send comments to Docket Operations, M-30, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

Hand Delivery or Courier: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: Fax comments to Docket Operations at 202-493-2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Kamruz Zaman, Airframe, AIR-622, Technical Policy Branch, Aircraft Certification Service, Federal Aviation Administration, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone (516) 228-7355; email kamruz.zaman@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested people to take part in this rulemaking by sending written comments, data, or views. The

most helpful comments reference a specific portion of the proposed special conditions, explain the reason for any recommended change, and include supporting data.

The FAA will consider all comments received by the closing date for comments, and will consider comments filed late if it is possible to do so without incurring delay. The FAA may change these special conditions based on the comments received.

Privacy

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in title 14, Code of Federal Regulations (14 CFR) 11.35, the FAA will post all comments received without change to www.regulations.gov, including any personal information you provide. The FAA will also post a report summarizing each substantive verbal contact received about these special conditions.

Confidential Business Information

Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to these special conditions contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to these special conditions, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and the indicated comments will not be placed in the public docket of these proposed special conditions. Send submissions containing CBI to the individual listed in the For Further Information Contact section above. Comments the FAA receives, which are not specifically designated as CBI, will be placed in the public docket for these proposed special conditions.

Background

On February 21, 2019, Honda applied for an amendment to Type Certificate No. A00018AT to include the new Model HA-480 airplane. The Honda Model HA-480 airplane, which is a derivative of the Model HA-420 currently approved under Type Certificate No. A00018AT, is a twin-engine, normal category, commuter

airplane with a maximum seating for 11 passengers, and a maximum takeoff weight of 17,550 pounds.

Type Certification Basis

Under the provisions of 14 CFR 21.101, Honda must show that the Model HA-480 airplane meets the applicable provisions of the regulations listed in Type Certificate No. A00018AT, or the applicable regulations in effect on the date of application for the change, except for earlier amendments as agreed upon by the FAA.

If the Administrator finds that the applicable airworthiness regulations (e.g., 14 CFR part 23) do not contain adequate or appropriate safety standards for the Honda Model HA-480 airplane because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the Honda Model HA-480 airplane must comply with the fuel-vent and exhaust-emission requirements of 14 CFR part 34, and the noise-certification requirements of 14 CFR part 36.

The FAA issues special conditions, as defined in § 11.19, in accordance with § 11.38, and they become part of the type certification basis under § 21.101.

Novel or Unusual Design Features

The Honda Model HA-480 airplane will incorporate the following novel or unusual design feature:

This aircraft will operate at an altitude up to 47,000 feet.

Discussion

The FAA considers certification of normal category airplanes for operations at altitudes greater than 41,000 feet to be a novel or unusual feature because current part 23 does not contain adequate standards to ensure the same level of safety as provided during operations at lower altitudes. Operation at 47,000 feet raises two concerns related to structures: (1) Pressure vessel integrity due to the higher differential

pressures and (2) The potential for depressurization that degrades the amount of breathable air for passengers and crew.

These special conditions are being proposed to address pressure vessel integrity due to the higher differential pressures when operating at 47,000 feet. To ensure adequate pressure vessel strength, the FAA proposes a factor of 1.67 be applied to the maximum relief valve pressure level prescribed in § 23.2225(c)(3), rather than the 1.33 factor currently prescribed in that regulation.

The FAA has previously issued Special Conditions No. 23–ACE–87, Docket No. FAA–2016–3462 (62 FR 58875, October 31, 1997), to another normal category turbojet airplane model for operation at high altitudes, to address the second concern noted above—breathable air and occupant safety. In those special conditions, damage tolerance methods were proposed to be used to assure pressure vessel integrity while operating at higher altitudes. This regulatory approach was also reflected in SC No. 23–102–SC, Docket No. 154 (65 FR 7283, February 14, 2000) and the previously cited SC No. 23–ACE–87. Similar special conditions are not needed on the Honda HA–480 because part 23 requirements have since been upgraded to include specific criteria for depressurization at altitudes above 45,000 feet. See 14 CFR 23.841(d) at Amendment 23–62. Honda has agreed to include these criteria as their means of compliance to § 23.2320, Occupant physical environment.

The proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to those established by the existing airworthiness standards.

Applicability

As discussed above, these proposed special conditions are applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate the same novel or unusual design feature, these special conditions would apply to the other model as well.

Conclusion

This action affects only a certain novel or unusual design feature on one model airplane. It is not a rule of general applicability.

List of Subjects in 14 CFR Part 23

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Authority Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701, 44702, and 44704.

The Proposed Special Conditions

Accordingly, the Federal Aviation Administration (FAA) proposes the following special conditions as part of the type certification basis for Honda Aircraft Company LLC Model HA–480 airplanes.

Pressure Vessel Integrity

With regard to the fuselage structure design for cabin pressure capability above 45,000 feet, the pressure vessel structure, including doors and windows, must comply with § 23.2225(c)(3), using a factor of 1.67 instead of the 1.33 factor prescribed.

Issued in Des Moines, Washington, on October 1, 2026.

Paul R. Siegmund,

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

[FR Doc. 2026–20350 Filed 10–2–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–11800; Project Identifier MCAI–2026–00538–R]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2026–12–09, which applies to all Airbus Helicopters Model AS350B, AS350BA, AS350B1, and AS350D helicopters. AD 2026–12–09 requires revising the airworthiness limitations section (ALS) of the existing maintenance manual (MM) or instructions for continued airworthiness (ICA) and the existing approved maintenance or inspection program, as applicable. Since the FAA issued AD 2026–12–09, a determination was made that new and more restrictive airworthiness limitations and

maintenance tasks are necessary. This proposed AD would require incorporating these airworthiness limitations into the ALS of the existing MM or ICA and the existing approved maintenance or inspection program, as applicable. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by November 19, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- *Fax:* (202) 493–2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–11800; 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 NPRM, the mandatory continuing airworthiness information (MCAI) any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this proposed 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 view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

FOR FURTHER INFORMATION CONTACT:

Raymond Miller, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–1490; email: raymond.f.miller@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under **ADDRESSES**. Include “Docket No.