

NUCLEAR REGULATORY COMMISSION

10 CFR Parts 15, 170, and 171

[NRC–2023–0212]

3150–AL 12

Fee Schedules; Fee Recovery for Fiscal Year 2026

Correction

In rule document 2026–12067 beginning on page 36470 in the issue of Tuesday, June 16, 2026, make the following corrections:

On pages 6504 and 6505, § 171.16 7.C in Table 2 to Paragraph (d) should read as follows:

C. Other licenses issued under parts 30, 35, 40, and 70 of this chapter for human use of byproduct material, source material, and/or special nuclear material, except licenses for byproduct material, source material, or special nuclear material in sealed sources contained in teletherapy devices. This category also includes the possession and use of source material for shielding when authorized on the same license.^{9 17 19} Number of locations of use: 1–5. [Program Code(s): 02120, 02121, 02200, 02201, 02210, 02220, 02230, 02231, 02240, 221601 \$23,300

(1). Other licenses issued under parts 30, 35, 40, and 70 of this chapter for human use of byproduct material, source material, and/or special nuclear material, except licenses for byproduct material, source material, or special nuclear material in sealed sources contained in teletherapy devices. This category also includes the possession and use of source material for shielding when authorized on the same license.^{9 17 19} Number of locations of use: 6–20. [Program Code(s): 04810, 04812, 04814, 04816, 04818, 04820, 04822, 04824, 04826, 048281 \$33,000

(2). Other licenses issued under parts 30, 35, 40, and 70 of this chapter for human use of byproduct material, source material, and/or special nuclear material, except licenses for byproduct material, source material, or special nuclear material in sealed sources contained in teletherapy devices. This category also includes the possession and use of source material for shielding when authorized on the same license.^{9 17 19} Number of locations of use: more than 20. [Program Code(s): 04811, 04813, 04815, 04817, 04819, 04821, 04823, 04825, 04827, 04829]

[FR Doc. C1–2026–12067 Filed 10–16–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0004; Project Identifier AD–2024–00094–T; Amendment 39–23486; AD 2026–20–13]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737–600, –700, –700C, –800, –900, and –900ER series airplanes. This AD was prompted by a report that some passenger service unit (PSU)-mounted video monitors became detached from the PSU rails during a hard landing. This AD requires replacing PSU-mounted video monitors that do not have secondary retention lanyards. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 23, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of November 23, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–0004; 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, 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 the material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website myboeingfleet.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–0004.

FOR FURTHER INFORMATION CONTACT: Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3584; email: julie.linn@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 certain The Boeing Company Model 737–600, –700, –700C, –800, –900, and –900ER series airplanes. The NPRM was published in the **Federal Register** on January 17, 2025 (90 FR 5751). The NPRM was prompted by a report that some PSU-mounted video monitors became detached from the PSU rails during a hard landing that did not exceed the emergency load requirements for the PSUs. In the NPRM, the FAA proposed to require replacing PSU-mounted video monitors that do not have secondary retention lanyards. The FAA is issuing this AD to address PSU-mounted video monitors that could become fully detached or be held at an unsafe height, which, if not addressed, could result in injury to passengers and impede passenger and crew egress during emergency evacuation.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from Boeing, who supported the NPRM without change.

The FAA received additional comments from five commenters, including All Nippon Airways Co., Ltd. (ANA), Aviation Partners Boeing, Delta Air Lines, Inc. (Delta), Panasonic Avionics Corporation (Panasonic), and an individual. The following presents the comments received on the NPRM and the FAA’s response to each comment.

Request To Clarify Method for Determining Applicability

Delta requested that the FAA clarify that they can accomplish either a physical inspection for the existence of PSU-mounted video monitors or accomplish a review of Delta’s PSU Layouts (Delta’s PSU drawing configuration) to determine if this AD applies.

The FAA agrees to clarify that operators can determine if their airplanes are equipped with PSU-mounted video monitors by performing a physical inspection or a records check, provided the presence of PSU-mounted video monitors can be conclusively