

SUPPLEMENTARY INFORMATION: On April 29, 2024 (89 FR 33184), the NRC published a direct final rule amending its regulations in part 72 of title 10 of the *Code of Federal Regulations* to the NAC International, Inc., NAC-UMS Universal Storage System listing within the “List of approved spent fuel storage casks” to renew, for an additional 40 years, the initial certificate and Amendment Nos. 1 through 9 of Certificate of Compliance No. 1015. In the direct final rule, the NRC stated that if no significant adverse comments were received, the direct final rule would become effective on July 15, 2024. The NRC did not receive any comments on the direct final rule. Therefore, this direct final rule will become effective as scheduled.

Dated: June 13, 2024.

For the Nuclear Regulatory Commission.

Cindy K. Bladey,

Chief, Regulatory Analysis and Rulemaking Support Branch, Division of Rulemaking, Environmental, and Financial Support, Office of Nuclear Material Safety and Safeguards.

[FR Doc. 2024–13356 Filed 6–17–24; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. FAA–2023–2134; Special Conditions No. 25–845–SC]

Special Conditions: H4 Aerospace (UK) Ltd., Boeing Model 757–200 Airplane, Non-Rechargeable Lithium Battery and Battery System Installations; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; request for comments; correction.

SUMMARY: The FAA published a document in the **Federal Register** on May 15, 2024, issuing special conditions for non-rechargeable lithium batteries and battery systems on Boeing Model 757–200 airplanes, as modified by H4 Aerospace (UK) Ltd (H4). The document contained an incorrect reference to the Model 757–200’s type certificate number in the Applicability section of the special conditions.

DATES: This correction is effective on June 18, 2024.

FOR FURTHER INFORMATION CONTACT: Nazih Khaouly, Electrical Systems Unit, AIR–626A, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation

Administration, 2200 South 216th Street, Des Moines, Washington 98198; telephone (206) 231–3160; email Nazih.Khaouly@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On May 7, 2024, the FAA issued final special conditions for the Boeing Model 757–200 airplanes, as modified by H4, which published in the **Federal Register** on May 15, 2024 (89 FR 42341). The FAA inadvertently published these special conditions referencing an incorrect type certificate number in the applicability section.

Correction

In the **Federal Register** of May 15, 2024 (89 FR 42341), make the following correction:

On page 42343, in the first column, in the Applicability section, line 7, correct “FAA STC ST00102IB” to read “A2NM”.

Issued in in Kansas City, Missouri, on June 13, 2024.

Patrick R. Mullen,

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

[FR Doc. 2024–13382 Filed 6–17–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2024–0038; Project Identifier MCAI–2023–00645–R; Amendment 39–22756; AD 2024–10–10]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Model SA–365N, SA–365N1, AS–365N2, and AS 365 N3 helicopters. This AD was prompted by a report of an obstructed tail rotor (TR) pedal control that was blocked during flight. This AD requires a one-time inspection for proper positioning of the TR actuator harness and cable ties installation and, depending on the results, accomplishing corrective action, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective July 23, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of July 23, 2024.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2024–0038; 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 EASA AD, 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 EASA material that is incorporated by reference in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu. You may find this 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 Pkwy., 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](https://www.regulations.gov) under Docket No. FAA–2024–0038.

FOR FURTHER INFORMATION CONTACT: Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (404) 474–5548; email william.mccully@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 Model SA–365N, SA–365N1, AS–365N2, and AS 365 N3 helicopters. The NPRM published in the **Federal Register** on February 2, 2024 (89 FR 7305). The NPRM was prompted by EASA AD 2023–0090, dated May 4, 2023 (EASA AD 2023–0090), issued by EASA, which is the Technical Agent for the Member States of the European Union. The EASA AD advises of a report where a TR pedal control was blocked during flight. Subsequent investigation found interference between the cable tie head of the TR actuator harness and the pin fastener of the tail gearbox cowling. To address this unsafe condition, the