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NUCLEAR REGULATORY COMMISSION

10 CFR Parts 2, 19, 20, 21, 25, 26, 30, 31, 32, 34, 35, 36, 37, 39, 40, 50, 51, 52, 54, 55, 60, 61, 62, 63, 70, 71, 72, 73, 74, 75, 76, 81, 95, 110, 140, 150, 160, 170, and 171

[NRC–2025–0479]

RIN 3150–AL39

The Sunset Rule; Correction

AGENCY: Nuclear Regulatory Commission.

ACTION: Direct final rule; confirmation of effective date; correction.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC) is correcting a document published in the **Federal Register** on January 8, 2026, regarding the confirmation of effective date for the direct final rule published in the **Federal Register** on December 3, 2025, amending the NRC's regulations to insert a conditional sunset date into certain regulations in response to Executive Order 14270, "Zero-Based Regulatory Budgeting to Unleash American Energy." This action is necessary to correct the number of comments docketed on the companion proposed rule.

DATES: Effective February 3, 2026.

ADDRESSES: Please refer to Docket ID NRC–2025–0479 when contacting the NRC about the availability of information for this action. You may obtain publicly available information related to this action by any of the following methods:

- **Federal Rulemaking Website:** Electronically at <https://www.regulations.gov>. Search for Docket ID NRC–2025–0479. Address questions about NRC dockets to Helen Chang; telephone: 301–415–3228; email: Helen.Chang@nrc.gov. For technical questions, contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.

- **NRC's Agencywide Documents Access and Management System (ADAMS):** You may obtain publicly available documents online in the ADAMS Public Documents collection at <https://www.nrc.gov/reading-rm/adams.html>. To begin the search, select "Begin ADAMS Public Search." For problems with ADAMS, please contact the NRC's Public Document Room (PDR) reference staff at 1–800–397–4209, at 301–415–4737, or by email to PDR.Resource@nrc.gov.

- **NRC's PDR:** The PDR, where you may examine and order copies of publicly available documents, is open by appointment. To make an appointment to visit the PDR, please send an email to PDR.Resource@nrc.gov or call 1–800–397–4209 or 301–415–4737, between 8 a.m. and 4 p.m. eastern time, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Araceli Billoch Colon, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001; telephone: 301–415–3302; email: araceli.billochcolon@nrc.gov.

SUPPLEMENTARY INFORMATION: The NRC has received correspondence requesting clarification of the number of comment submissions received on the proposed rule, "The Sunset Rule," (90 FR 55699; December 3, 2025). The NRC received and docketed (Docket ID NRC–2025–0479) 15 comment submissions; only one version of four identical comments from the same individual has been posted to the docket. This document clarifies the administrative record for the rulemaking action.

NRC has included on the docket the two clarification requests; also on the docket is a submission from the Small Business Administration's Office of Advocacy, dated January 12, 2026, after the close of the comment period. The Office of Advocacy listed seven rules for NRC consideration that have been suggested by small entities. The NRC has been evaluating aspects of these rules during a wholesale review of its regulations at 10 CFR chapter I. All stakeholders will have opportunity to comment on NRC's proposals in a forthcoming set of proposed rules. The NRC will continue to consider regulatory matters affecting small entities when conducting sunset activities and Regulatory Flexibility Act section 610 reviews.

Correction

In the **Federal Register** of January 8, 2026, in FR Doc. 2026–00175, on page 553, in the second column, in the **SUPPLEMENTARY INFORMATION** section, correct the last complete sentence in the paragraph to read as follows:

"The NRC received and docketed 15 comments on the companion proposed rule (90 FR 55699; December 3, 2025)."

Dated: January 30, 2026.

For the Nuclear Regulatory Commission.

Araceli Billoch Colon,

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

[FR Doc. 2026–02165 Filed 2–2–26; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–0021; Project Identifier MCAI–2024–00668–R; Amendment 39–23245; AD 2026–02–09]

RIN 2120–AA64

Airworthiness Directives; Leonardo S.p.a. Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Leonardo S.p.a. Model AB412 and AB412 EP helicopters. This AD was prompted by reports of a cracked main gearbox (MGB) support case. This AD requires revising the existing rotorcraft flight manual (RFM) for the helicopter. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective February 18, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of February 18, 2026.

The FAA must receive comments on this AD by March 20, 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–2026–0021; 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 street address for Docket Operations is listed above.

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](https://www.regulations.gov) under Docket No. FAA–2026–0021.

FOR FURTHER INFORMATION CONTACT:

Camille Seay, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5149; email: camille.l.seay@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this final rule. Send your comments using a method listed under **ADDRESSES**. Include “Docket No. FAA–2026–0021; Project Identifier MCAI–2024–00668–R” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the

following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

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 this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, 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 they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Camille Seay, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2024–0212, dated November 13, 2024 (EASA AD 2024–0212) (also referred to as the MCAI), to correct an unsafe condition on Leonardo S.p.A Model AB412 and AB412EP helicopters. The MCAI states that occurrences of a cracked MGB support case have been reported on Bell Textron Inc. Model 412 helicopters. The MCAI further states that Bell Textron Inc. reported situations of rapid buildup of one-per-rev vertical vibration associated with a large steady state forward cyclic displacement in combination with collective input while at 100% to 103% revolutions per minute with any part of the skid gear touching the ground. The FAA issued AD 2020–22–07, Amendment 39–21303 (85 FR 69485, November 3, 2020) (AD 2020–22–07) for all Bell Textron Inc. Model 412, 412CF, and 412EP helicopters. AD 2020–22–07 requires revising the existing RFM for the helicopter to add a caution regarding what to do if a sudden increase in one-per-rev vertical vibrations occurs with large steady state forward cyclic

displacements in combination with collective input while at a certain RPM percentage with any part of the skids touching the ground. The MCAI states that, due to similarity of design, Leonardo S.p.A. Model AB412 helicopters could also be affected by this unsafe condition. This condition, if not addressed, could result in structural failure of the MGB support case and loss of control of the helicopter.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–0021.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2024–0212, which specifies procedures for amending the existing RFM for the helicopter by incorporating the RFM revision identified within the material referenced in EASA AD 2024–0212, as applicable by helicopter model and serial number, informing all flight crews, and thereafter, operating the helicopter accordingly. The RFM revision includes Normal Procedures by updating “before takeoff,” “in-flight operation,” and “after landing” information by adding a caution regarding the forward cyclic displacement.

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

FAA’s Determination

These products have been approved by the civil aviation authority (CAA) of another country and are approved for operation in the United States. Pursuant to the FAA’s bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

AD Requirements

This AD requires accomplishing the actions specified in EASA AD 2024–0212, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this AD. See “Differences Between this AD and the MCAI” for a discussion of the general differences included in this AD.

Differences Between This AD and the MCAI

The MCAI requires operators to “inform all flight crews” of the revisions

to the RFM, and thereafter to “operate the helicopter accordingly.” However, this AD does not require those actions, as those actions are already required by FAA regulations. FAA regulations require operators furnish to pilots any changes to the RFM (for example, 14 CFR 135.21) and to ensure the pilots are familiar with the RFM (for example, 14 CFR 91.505). As with any other flight crew training requirement, training on the updated RFM content is tracked by the operators and recorded in each pilot’s training record, which is available for the FAA to review. FAA regulations also require pilots to follow the procedures in the existing RFM including all updates. Therefore, including a requirement in this AD to inform the flight crew and operate the helicopter according to the revised RFM would be redundant and unnecessary.

Explanation of Required Compliance Information

In the FAA’s ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some CAA ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, EASA AD 2024–0212 is incorporated by reference in this AD. This AD requires compliance with EASA AD 2024–0212 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this AD. Using common terms that are the same as the heading of a particular section in EASA AD 2024–0212 does not mean that operators need comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA AD 2024–0212. Material required by EASA AD 2024–0212 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–0021 after this AD is published.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without

providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

There are currently no domestic operators of these products. Accordingly, notice and opportunity for prior public comment are unnecessary, pursuant to 5 U.S.C. 553(b). In addition, for the foregoing reason, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Costs of Compliance

There are no costs of compliance with this AD because there are no helicopters with this type certificate on the U.S. Registry.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this regulation:

(1) Is not a “significant regulatory action” under Executive Order 12866, and

(2) Would not affect intrastate aviation in Alaska.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2026–02–09 Leonardo S.p.a.: Amendment 39–23245; Docket No. FAA–2026–0021; Project Identifier MCAI–2024–00668–R.

(a) Effective Date

This airworthiness directive (AD) is effective February 18, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Leonardo S.p.a. Model AB412 and AB412 EP helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6320, Main Rotor Gearbox.

(e) Unsafe Condition

This AD was prompted by reports of a cracked main gearbox (MGB) support case. The FAA is issuing this AD to prevent structural failure of the MGB support case. The unsafe condition, if not addressed, could result in loss of control of the helicopter.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2024–0212, dated November 13, 2024 (EASA AD 2024–0212).

(h) Exceptions to EASA AD 2024–0212

(1) Where EASA AD 2024–0212 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2024–0212 specifies to inform all flight crews and, thereafter, operate the helicopter accordingly, this AD does not require those actions as those actions are already required by existing FAA operating regulations (see 14 CFR 91.505 and 14 CFR 135.21).

(3) Where paragraph (2) of EASA AD 2024–0212 specifies “the same content as defined in the SB”, this AD requires replacing that text with “information identical to that in Section II Normal Procedures as defined in the material referenced in EASA AD 2024–0212”.

Note 1 to paragraph (h)(3): The serial numbers in paragraph 1 of the ACCOMPLISHMENT INSTRUCTIONS of Leonardo Helicopters Service Bulletin 412–163, dated January 27, 2021, reference the titles of the applicable Leonardo Flight Manuals.

(4) This AD does not adopt the “Remarks” section of EASA AD 2024–0212.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2024–0212 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Camille Seay, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5149; email: camille.l.seay@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2024–0212, dated November 13, 2024.

(ii) [Reserved]

(3) For 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.

(4) 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.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on January 20, 2026.

Steven W. Thompson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026–02139 Filed 2–2–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2026–0017]

RIN 1625–AA09

Drawbridge Operation Regulation; New Rochelle Harbor, Westchester County, NY

AGENCY: Coast Guard, DHS.

ACTION: Temporary Interim Rule with request for comments

SUMMARY: The Coast Guard is temporarily modifying the operating schedule that governs the Glen Island Bridge, across New Rochelle Harbor, mile 0.8, in Westchester County, NY. This modification is required to complete the rehabilitation of the existing bridge and removal of the temporary bridge. Approving this temporary modification will allow the bridge to return to normal operating schedule and complete the rehabilitation project earlier than originally scheduled.

DATES: This temporary interim rule is effective February 3, 2026 through 5 p.m. on June 26, 2026.

Comments and related material must reach the Coast Guard on or before March 5, 2026.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>. Type the docket number (USCG–2026–0017) in the “SEARCH” box and click “SEARCH”. In the Document Type column, select “Supporting & Related Material”.

You may submit comments identified by docket number USCG–2026–0017 at <https://www.regulations.gov>.

See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary interim rule, call or email Stephanie E. Lopez, Northeast District Bridge Management Specialist, U. S. Coast Guard, telephone 571–608–5676, Stephanie.E.Lopez@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
Pub. L. Public Law
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

The Coast Guard is issuing this temporary interim rule under the authority in 5 U.S.C. 553(b). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under 5 U.S.C. 553(b), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable. This bridge is non-operational and will remain non-operational until rehabilitation work can be completed.

On September 12, 2025, the Coast Guard issued a General Deviation that allowed the bridge owner, Westchester County Department of Public Works and Transportation to deviate from the current operating schedule in 33 CFR 117.802(a). This deviation allowed the bridge to remain in the closed position to conduct rehabilitation of the existing bridge. The construction schedule anticipated subsequent deviations to complete rehabilitation work and remove the temporary bridge, with project completion anticipated in October 2026. However, the bridge owner notified the Coast Guard that rehabilitation work is ahead of schedule and requested extending the current deviation to complete all rehabilitation work and remove the temporary bridge by June 26, 2026. Under this new construction schedule, the existing bridge cannot be brought back to an operating condition until rehabilitation