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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

NUCLEAR REGULATORY COMMISSION

10 CFR Part 72

[NRC–2024–0216]

RIN 3150–AL25

List of Approved Spent Fuel Storage Casks: NAC International, Inc., MAGNASTOR® Storage System, Certificate of Compliance No. 1031, Amendment No. 15

AGENCY: Nuclear Regulatory Commission.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC) is confirming the effective date of June 3, 2025, for the direct final rule that was published in the **Federal Register** on March 20, 2025. This direct final rule amended the NAC International, Inc., MAGNASTOR® Storage System listing within the “List of approved spent fuel storage casks” to include Amendment No. 15 to Certificate of Compliance No. 1031.

DATES: *Effective date:* The effective date of June 3, 2025, for the direct final rule published March 20, 2025 (90 FR 13047), is confirmed.

ADDRESSES: Please refer to Docket ID NRC–2024–0216 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:* Go to <https://www.regulations.gov> and search for Docket ID NRC–2024–0216. Address questions about NRC dockets to Helen Chang; telephone: 301–415–3228; email: Helen.Chang@nrc.gov. For technical questions, contact the individuals 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 Web-based ADAMS 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. The revision of Certificate of Compliance No. 1031, the associated changes to the technical specifications, and the final safety evaluation report are available in ADAMS under Accession No. ML25112A096. The public comment is available in ADAMS under Accession No. ML25090A040.

- *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: Irene Wu, Office of Nuclear Material Safety and Safeguards, telephone: 301–415–1951, email: Irene.Wu@nrc.gov and Nishka Devasher, Office of Nuclear Material Safety and Safeguards, telephone: 301–415–5196, email: Nishka.Devasher@nrc.gov. Both are staff of the U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001.

SUPPLEMENTARY INFORMATION: On March 20, 2025 (90 FR 13047), the NRC published a direct final rule amending its regulations in part 72 of title 10 of the *Code of Federal Regulations* to revise the NAC International, Inc. MAGNASTOR® Storage System listing within the “List of approved spent fuel storage casks” to include Amendment No. 15. Amendment No. 15 revises the certificate of compliance to add a new variation of the Lightweight MAGNASTOR® Transfer Cask design, add a new concrete cask design, increase the maximum system heat load capacity, add new loading patterns, add a thermal shunt for short loading patterns, remove the 5 percent burnup penalty, increase Passive MAGNASTOR® Transfer Cask heat load,

add two new pressurized-water reactor fuel types to support future operations, modify the transportable storage canister lid to allow additional clearance near the top center of the basket, and correct and clarify principal design criteria, operating procedures, and the acceptance criteria and maintenance program. This amendment also makes corresponding revisions to previously approved drawings for the concrete cask, Technical Specifications Appendix A and Appendix B, specific chapters of the final safety analysis report, and several license drawings.

In the direct final rule, the NRC stated that if no significant adverse comments were received, the direct final rule would become effective on June 3, 2025. The NRC received and docketed one comment on the companion proposed rule (90 FR 13103; March 20, 2025). An electronic copy of the comment can be obtained from the Federal Rulemaking website at <https://www.regulations.gov> under Docket ID NRC–2024–0216 and is also available in ADAMS under Accession No. ML25090A040.

Specifically, the comment concerned the issue of the casks being able to withstand high temperatures and the issue of preventing leaks occurring at the site. The NRC evaluated the comment against the criteria described in the direct final rule and determined that the public comment received on this action did not warrant any additions or changes to the final rule, the certificate of compliance, or the accompanying technical specifications. The NRC is not making substantive changes to the rule; it is apparent that the rule is effective and acceptable as proposed, without the need for a substantive change or addition. The comment did not raise a relevant issue that was not previously addressed or considered by the NRC, and the comment did not cause the NRC to either (1) reevaluate or reconsider its position, or (2) conduct additional analyses. The NRC has determined that the comment was not a significant adverse comment and therefore, this direct final rule will become effective as scheduled.

Dated: April 28, 2025.

For the Nuclear Regulatory Commission.

Ronald Raunikar,

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

[FR Doc. 2025-07602 Filed 5-1-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-0016; Project Identifier MCAI-2023-01047-T; Amendment 39-23025; AD 2025-09-04]

RIN 2120-AA64

Airworthiness Directives; Bombardier Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Bombardier Inc. Model BD-700-1A10 and BD-700-1A11 airplanes. This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. This AD requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective June 6, 2025.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of June 6, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-0016; 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 Bombardier material identified in this AD, contact Bombardier Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; phone 514-855-2999;

email ac.yul@aero.bombardier.com; website [bombardier.com](https://www.bombardier.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-2025-0016.

FOR FURTHER INFORMATION CONTACT:

Mark Taylor, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7300; email: 9-avs-nyaco-cos@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 Bombardier Inc. Model BD-700-1A10 and BD-700-1A11 airplanes. The NPRM was published in the **Federal Register** on February 4, 2025 (90 FR 8915). The NPRM was prompted by AD CF-2023-65, dated October 3, 2023, issued by Transport Canada, which is the aviation authority for Canada (also referred to as “the MCAI”). The MCAI states that new or more restrictive airworthiness limitations have been developed.

In the NPRM, the FAA proposed to require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA is issuing this AD to address new or more restrictive airworthiness limitations. Failure to adhere to the specified airworthiness limitations could adversely affect the stability and controllability of the airplane on landing and could result in damage to the airplane.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-0016.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

Conclusion

These products have been approved by the civil aviation authority 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 reviewed the relevant data, considered any

comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed the following Bombardier documents:

- Part 2, “Airworthiness Limitations,” of Bombardier Global Express Time Limits/Maintenance Checks (TLMC), Publication No. BD-700 TLMC, Revision 35, dated December 19, 2023. (For obtaining this part of Bombardier Global Express TLMC, Publication No. BD-700 TLMC, use Document Identification No. GL 700 TLMC.)
- Part 2, “Airworthiness Limitations,” of Bombardier Global Express XRS TLMC, Publication No. BD-700 XRS TLMC, Revision 22, dated December 19, 2023. (For obtaining this part of Bombardier Global Express XRS TLMC, Publication No. BD-700 XRS TLMC, use Document Identification No. GL XRS TLMC.)
- Part 2, “Airworthiness Limitations,” of Bombardier Global 6000 TLMC, Publication No. GL 6000 TLMC, Revision 16, dated December 19, 2023.
- Part 2, “Airworthiness Limitations,” of Bombardier Global 6500 TLMC, Publication No. GL 6500 TLMC, Revision 5, dated December 19, 2023.
- Part 2, “Airworthiness Limitations,” of Bombardier Global 5000 TLMC, Publication No. BD-700 TLMC, Revision 26, dated December 19, 2023. (For obtaining this part of Bombardier Global 5000 TLMC, Publication No. BD-700 TLMC, use Document Identification No. GL 5000 TLMC.)
- Part 2, “Airworthiness Limitations,” of Bombardier Global 5500 TLMC, Publication No. GL 5500 TLMC, Revision 5, dated December 19, 2023.
- Part 2, “Airworthiness Limitations,” of Bombardier Global 5000 Featuring Global Vision Flight Deck TLMC, Publication No. GL 5000 GVFD TLMC, Revision 16, dated December 19, 2023.

This material specifies new or more restrictive airworthiness limitations for safe life limits (for certain main landing gear and nose landing gear components) and certification maintenance requirements (for the shock strut axle and service door, pitch trim actuator, and nose landing gear shock-strut