

NRC's regulations for emergency response plans and preparedness at nuclear power reactors in § 50.47 of title 10 of the *Code of Federal Regulations* (10 CFR), "Emergency plans," and appendix E, "Emergency Planning and Preparedness for Production and Utilization Facilities," to 10 CFR part 50, "Domestic Licensing of Production and Utilization Facilities." This DG is for light-water reactors, including those of an advanced design (e.g., AP1000); the NRC intends for small modular reactors and other new non-light-water technologies to have design-specific RGs to support development of their emergency plans.

This proposed revision would endorse Revision 1 of the NEI white paper, "Enabling a Remote Response by Members of an Emergency Response Organization," dated September 2024. This revision also would endorse Revision 7 of NEI 99-01, "Development of Emergency Action Levels for Non-Passive Reactors," dated September 2024. In addition, this proposed revision of RG 1.101 would provide generic guidance to licensees for maintaining regulatory compliance for alert and notification systems when making significant design changes. Additionally, the NRC staff would clarify the continued use of Revision 0 of the NEI white paper, "Implementing a 24-Month Frequency for Emergency Preparedness Program Reviews," issued November 2019.

As noted in the **Federal Register** on December 9, 2022 (87 FR 75671), this document is being published in the "Proposed Rules" section of the **Federal Register** to comply with publication requirements under chapter 1 of title 1 of the CFR.

III. Backfitting, Forward Fitting, and Issue Finality

The issuance of DG-1423, if finalized, would constitute proposed Revision 7 to RG 1.101, which describes methods acceptable to the NRC staff for complying with the NRC's regulations for emergency response planning and preparedness in 10 CFR 50.47 and appendix E to 10 CFR part 50. Issuance of DG-1423 in final form would not constitute backfitting as defined in 10 CFR 50.109, "Backfitting," and as described in NRC Management Directive (MD) 8.4, "Management of Backfitting, Forward Fitting, Issue Finality, and Information Requests"; constitute forward fitting as that term is defined and described in MD 8.4; or affect the issue finality of any approval issued under 10 CFR part 52, "Licenses, Certifications, and Approvals for Nuclear Power Plants." As explained in

DG-1423, applicants and licensees generally would not be required to comply with the positions in DG-1423.

IV. Submitting Suggestions for Improvement of Regulatory Guides

A member of the public may, at any time, submit suggestions to the NRC for improvement of existing RGs or for the development of new RGs. Suggestions can be submitted on the NRC's public website at <https://www.nrc.gov/reading-rm/doc-collections/reg-guides/contactus.html>. Suggestions will be considered in future updates and enhancements to the "Regulatory Guide" series.

Dated: March 4, 2025.

For the Nuclear Regulatory Commission.

Meraj Rahimi,

Chief, Regulatory Guide and Programs Management Branch, Division of Engineering, Office of Nuclear Regulatory Research.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2025-0141; Airspace Docket No. 24-AGL-23]

RIN 2120-AA66

Amendment of VOR Federal Airways V-55, V-100, and V-277 in the Vicinity of Keeler, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Very High Frequency Omnidirectional Range (VOR) Federal Airways V-55, V-100, and V-277. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Keeler, MI (ELX), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Keeler VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

DATES: Comments must be received on or before April 24, 2025.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2025-0141 and Airspace Docket No. 24-AGL-23 using any of the following methods:

* *Federal eRulemaking 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, 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 the 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.

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT:

Colby Abbott, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would modify the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by

submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA's web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Incorporation by Reference

VOR Federal Airways are published in paragraph 6010(a) of FAA Order JO 7400.11, Airspace Designations and

Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

Background

The FAA is planning to decommission the VOR portion of the Keeler, MI, VOR/DME in November 2025. The Keeler VOR is one of the candidate VORs identified for discontinuance by the FAA's VOR MON program and listed in the final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** on July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082.

Although the VOR portion of the Keeler VOR/DME is planned for decommissioning, the co-located DME portion of the NAVAID is being retained to support current and future NextGen PBN flight procedure requirements.

The VOR Federal Airways affected by the planned decommissioning of the Keeler VOR are V-55, V-100, and V-277. With the planned decommissioning of the Keeler VOR, the remaining ground-based NAVAID coverage in the area is insufficient to enable the continuity of the affected airways. As such, proposed modifications to V-55 would result in one of the two airway segments being shortened and an existing gap in the airway being expanded; to V-100 would result in one of three existing airway segments being removed; and to V-277 would result in the airway being shortened.

To address the proposed amendments to the affected airways, instrument flight rules (IFR) traffic could use VOR Federal Airways V-7, V-30, V-84, and V-274 to navigate around the area affected by the planned decommissioning of the Keeler VOR. Additionally, IFR pilots with Area Navigation (RNAV)-equipped aircraft could navigate using RNAV Routes T-215, T-217, and T-265, or point-to-point using the existing Fixes and waypoints that will remain in place to support continued operations though the affected area. Visual flight rules

pilots who elect to navigate via the affected airways could also take advantage of the adjacent airways listed above, as well as the listed RNAV routes and point-to-point navigation, if properly equipped. Lastly, all aircraft have the option to request and receive radar vectors from air traffic control to transit the affected area as well.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 by amending VOR Federal Airways V-55, V-100, and V-277 due to the planned decommissioning of the VOR portion of the Keeler, MI, VOR/DME NAVAID. The proposed airway actions are described below.

V-55: V-55 currently extends between the Dayton, OH, VOR/DME and the Pullman, MI, VOR/DME; and between the Grand Forks, ND, VOR/DME and the Bismarck, ND, VOR/DME. The FAA proposes to remove the airway segment between the Gipper, MI, VOR/Tactical Air Navigation (VORTAC) and the Pullman VOR/DME. As amended, the airway would be changed to extend between the Dayton VOR/DME and the Gipper VORTAC and between the Grand Forks VOR/DME and the Bismarck VOR/DME.

V-100: V-100 currently extends between the Medicine Bow, WY, VOR/DME and the O'Neill, NE, VORTAC; between the Waterloo, IA, VOR/DME and the Dubuque, IA, VORTAC; and between the Northbrook, IL, VOR/DME and the Keeler, MI, VOR/DME. The FAA proposes to remove the airway segment between the Northbrook VOR/DME and the Keeler VOR/DME. As amended, the airway would be changed to extend between the Medicine Bow VOR/DME and the O'Neill VORTAC and between the Waterloo VOR/DME and the Dubuque VORTAC.

V-277: V-277 currently extends between the Rosewood, OH, VORTAC and the Keeler, MI, VOR/DME. The FAA proposes to remove the airway segment between the Fort Wayne, IN, VORTAC and the Keeler VOR/DME. As amended, the airway would be changed to extend between the Rosewood VORTAC and the Fort Wayne VORTAC.

The NAVAID radials listed in the V-55 airway description in the regulatory text of this notice of proposed rulemaking are unchanged and stated in degrees True north.

Regulatory Notices and Analyses

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to

keep them operationally current. It, therefore: (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11], Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal Airways.

* * * * *

V–55 [Amended]

From Dayton, OH; Fort Wayne, IN; Goshen, IN; to Gipper, MI. From Grand Forks, ND; INT Grand Forks 239° and Bismarck, ND, 067° radials; to Bismarck.

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V–100 [Amended]

From Medicine Bow, WY; Scottsbluff, NE; Alliance, NE; Ainsworth, NE; to O'Neill, NE. From Waterloo, IA; to Dubuque, IA.

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V–277 [Amended]

From Rosewood, OH; to Fort Wayne, IN.

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Issued in Washington, DC, on March 4, 2025.

Brian Eric Konie,

Manager (A), Rules and Regulations Group.

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POSTAL REGULATORY COMMISSION

39 CFR Part 3041

[Docket No. RM2025–7, MC2025–1201 and K2025–1201; Order No. 8730]

Streamlined Option Rulemaking—Fulfillment—Non-Published Rates Negotiated Service Agreements

AGENCY: Postal Regulatory Commission.

ACTION: Notification.

SUMMARY: The Commission is acknowledging a recent Postal Service filing requesting the Commission initiate a rulemaking proceeding for a streamlined option to support the establishment of a new non-published product, Fulfillment Non-Published Rates, and fulfillment standardized distinct products. This document informs the public of the filing, invites public comment, and takes other administrative steps.

DATES: *Comments are due:* March 12, 2025.

ADDRESSES: Submit comments electronically via the Commission’s Filing Online system at <http://www.prc.gov>. Those who cannot submit comments electronically should contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section by telephone for advice on filing alternatives.

FOR FURTHER INFORMATION CONTACT: David A. Trissell, General Counsel, at 202–789–6820.

SUPPLEMENTARY INFORMATION:

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I. Introduction

On February 28, 2025, the Postal Service filed a petition to initiate a proceeding for a streamlined option rulemaking to support the establishment of a new non-published rates (NPR) product, Fulfillment Non-Published Rates (FFNPR 1), and fulfillment standardized distinct products (SDPs)

pursuant to 39 CFR 3041.205.¹ The Postal Service separately filed a request to add a new Fulfillment Standardized Distinct Product and Non-Published Rates (FFNPR) to the Competitive product list pursuant to 39 U.S.C. 3642 and 3633, and 39 CFR 3035.105(a), 3041.320, and 3041.325.²

II. Postal Service Requests

Background. The Commission adopted rules for streamlined option rulemakings in Docket No. RM2023–5 to “address elements of 39 U.S.C. 3642 review and 39 U.S.C. 3633 pre-implementation review that are broadly applicable to qualifying [negotiated service agreements (NSAs)], and not particular to individual qualifying NSAs.”³ Specifically, such proceedings are used to establish eligibility criteria specifying the ways in which qualifying NSAs will be permitted to vary from existing offerings, to review a proposed financial model for qualifying NSAs that accounts for the financial impact of any such variations, and to establish minimum rates for qualifying NSAs. Order No. 7353 at 4.

Streamlined option rulemaking. In accordance with 39 CFR 3041.205(c), the Postal Service submitted proposed *Mail Classification Schedule* changes, a supporting financial model and the minimum rates for Fulfillment Standardized Distinct Products and Non-Published Rates. Petition at 1. The Postal Service states that included contracts within FFNPRs and fulfillment SDPs will provide discounted rates for “existing end-to-end [C]ompetitive products Priority Mail and USPS Ground Advantage on the same basis as, and without any material changes made to, the publicly available versions of those products.” *Id.* at 2. The Postal Service also states that the “framework is designed for customers who fulfill orders and ship on behalf of their clients, who wish to ship the aforementioned products with the Postal Service and are willing to utilize the Postal Service’s contract templates.” *Id.*

The Postal Service asserts that the “financial analysis demonstrates that each contract that utilizes this

¹ Docket No. RM2025–7, USPS Petition for Streamlined Option Rulemaking and Notice of Filing Non-Public Materials, February 28, 2025 (Petition).

² Docket Nos. MC2025–1201 and K2025–1201, USPS Request to Establish New Fulfillment Standardized Distinct Product and Non-Published Rates (FFNPR) and Notice of Filing Materials Under Seal, February 28, 2025 (Request); see Petition at 1 n.1.

³ Docket No. RM2023–5, Final Order Amending Rules Regarding Competitive Negotiated Service Agreements, August 9, 2024, at 4 (Order No. 7353).