

Rules and Regulations

Federal Register

Vol. 90, No. 20

Friday, January 31, 2025

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 Parts 50 and 52

[NRC–2024–0140]

Regulatory Guides: Criteria for Power Systems for Nuclear Power Plants and Criteria for the Protection of Class 1E Power Systems and Equipment for Nuclear Power Plants

AGENCY: Nuclear Regulatory Commission.

ACTION: Final guide; issuance.

SUMMARY: The U.S. Nuclear Regulatory Commission (NRC) is issuing Revision 4 to Regulatory Guide (RG) 1.32, “Criteria for Power Systems for Nuclear Power Plants,” and new RG 1.238, “Criteria for the Protection of Class 1E Power Systems and Equipment for Nuclear Power Plants.” RG 1.32, Revision 4, describes an acceptable approach for use in complying with NRC regulations for the design, operation, and testing of electric power systems in nuclear power plants. RG 1.238 describes an acceptable approach for use in complying with NRC regulations for protection of Class 1E power systems and equipment at nuclear power plants. The NRC is also withdrawing RG 1.41, “Preoperational Testing of Redundant On-Site Electric Power Systems to Verify Proper Load Group Assignments,” since its guidance is incorporated into RG 1.32, Revision 4.

DATES: Revision 4 to RG 1.32 and Revision 0 to RG 1.238 are available on January 31, 2025.

ADDRESSES: Please refer to Docket ID NRC–2024–0140 when contacting the NRC about the availability of information regarding this document. You may obtain publicly available information related to this document using any of the following methods:

- *Federal Rulemaking Website:* Go to <https://www.regulations.gov> and search for Docket ID NRC–2024–0140. Address questions about Docket IDs in *Regulations.gov* to Stacy Schumann;

telephone: 301–415–0624; email: Stacy.Schumann@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 ADAMS accession number for each document referenced (if it is available in ADAMS) is provided the first time that it is mentioned in this document.

- *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 (ET), Monday through Friday, except Federal holidays.

Revision 4 to RG 1.32 and the regulatory analysis may be found in ADAMS under Accession Nos. ML24306A036 and ML24158A062; and RG 1.238 and its regulatory analysis may be found in ADAMS under ML24306A049 and ML24158A042, respectively. The basis for withdrawal of RG 1.41 may be found in ADAMS under Accession No. ML24306A039.

Regulatory guides are not copyrighted, and NRC approval is not required to reproduce them.

FOR FURTHER INFORMATION CONTACT: Michael Eudy, Office of Nuclear Regulatory Research, telephone: 301–415–3104; email: Michael.Eudy@nrc.gov, Mohammad Sadollah, Office of Nuclear Regulatory Research, telephone: 301–415–6804; email: Mohammad.Sadollah@nrc.gov, and Sheila Ray, Office of Nuclear Reactor Regulation, telephone 301–415–3653; email: Sheila.Ray@nrc.gov. All are staff of the U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001.

SUPPLEMENTARY INFORMATION:

I. Discussion

The NRC is issuing a revision and a new RG in the NRC’s “Regulatory Guide” series. This series was developed to describe methods that are acceptable to the NRC staff for implementing specific parts of the agency’s regulations, to explain techniques that the staff use in evaluating specific issues or postulated events, and to describe information that the staff needs in its review of applications for permits and licenses.

The proposed Revision 4 to RG 1.32 was issued with a temporary identification of Draft Regulatory Guide (DG), DG–1420; and the proposed new RG 1.238 was issued with a temporary identification of DG–1354.

II. Additional Information

The NRC published a notice of the availability of DG–1420 and DG–1354 in the **Federal Register** on August 28, 2024 (89 FR 68787), for a 30-day public comment period. The public comment period closed on September 27, 2024. Public comments and the NRC staff’s responses to the public comments on DG–1420 and DG–1354 are available in ADAMS under Accession No. ML24306A053.

RG 1.32, Revision 4, describes an approach that is acceptable to the NRC staff to meet regulatory requirements for the design, operation, and testing of electric power systems in nuclear power plants. Subject to the conditions described in Section C of the RG, it endorses the Institute of Electrical and Electronics Engineers (IEEE) Standard (Std.) 308–2020, “IEEE Standard Criteria for Class 1E Power Systems for Nuclear Power Generating Stations.” In addition, RG 1.32, Revision 4 includes the guidance provisions of RG 1.41, “Preoperational Testing of Redundant On-Site Electric Power Systems to Verify Proper Load Group Assignments,” which describes methods acceptable to the NRC staff for independence among redundant, onsite power sources and their load groups as part of the initial preoperational testing program and after major modifications or repairs. The staff is withdrawing RG 1.41 because its guidance has been incorporated into RG 1.32, Revision 4.

RG 1.238 describes an approach that is acceptable to the NRC staff for use in complying with NRC regulations that addresses the protection of Class 1E

power systems and equipment at nuclear power plants. Subject to the conditions described in Section C of the RG, it endorses, IEEE Std. 741–2022, “IEEE Standard for Criteria for the Protection of Class 1E Power Systems and Equipment for Nuclear Power Generating Stations.”

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

III. Congressional Review Act

This RG is a rule as defined in the Congressional Review Act (5 U.S.C. 801–808). However, the Office of Management and Budget has not found it to be a major rule as defined in the Congressional Review Act.

IV. Backfitting, Forward Fitting, and Issue Finality

The issuance of Revision 4 to RG 1.32 and RG 1.238 do 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”; affect issue finality of any approval issued under 10 CFR part 52, “Licenses, Certificates, and Approvals for Nuclear Power Plants”; or constitute forward fitting as defined in MD 8.4, because, as explained in these RGs, licensees would not be required to comply with the positions set forth in these RGs.

V. 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: January 28, 2025.

For the Nuclear Regulatory Commission.

Meraj Rahimi,

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

[FR Doc. 2025–02065 Filed 1–30–25; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2024–2332; Project Identifier MCAI–2022–01479–R; Amendment 39–22950; AD 2025–03–02]

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) certain Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, AS–365N2, AS 365 N3, EC 155B, EC155B1, EC225LP, SA–365N, and SA–365N1 helicopters. This AD was prompted by a report of an unintentional activation of the hoist shear-button (shear-button) on the collective pitch handle during a night flight. This AD requires checking the operation of the shear-button safety-cap on each applicable collective pitch handle and prohibits installing certain part-numbered collective pitch handles or collective sticks with those part-numbered collective pitch handles installed unless certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective March 7, 2025.

ADDRESSES: *AD Docket:* You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2024–2332; 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.

FOR FURTHER INFORMATION CONTACT: Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (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 Airbus Helicopters AS332C, AS332C1, AS332L, AS332L1, AS332L2, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, AS–365N2, AS 365 N3, EC 155B, EC155B1, EC225LP, SA–365N, and SA–365N1 helicopters, with a collective pitch handle installed on a pilot or co-pilot collective stick having part number 704A41–1100–42, 704A41–1100–50, 704A41–1100–56, 704A41–1100–57, 704A41–1100–60, 704A41–1100–67, 704A41–1100–68, 704A41–1100–97, 704A41–1100–98, 704A41–1100–99, 704A41–1101–14, 704A41–1101–30, or 704A41–1101–32, as applicable to the model helicopter. The NPRM published in the **Federal Register** on October 16, 2024 (89 FR 83437). The NPRM was prompted by European Union Aviation Safety Agency (EASA) AD 2022–0220, dated November 16, 2022 (EASA AD 2022–0220) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI advises of a report of an inadvertent activation of the shear-button on a collective pitch handle occurring during a night flight when the pilot was turning on the headlight adjacent to the shear-button, which is protected by a safety-cap that is fitted with a spring. Additionally, the MCAI states that further investigation determined aging of the spring may have led to improper functioning of the safety-cap.

In the NPRM, the FAA proposed to require checking the spring of the collective pitch handle for correct positioning of the shear-button safety-cap and, depending on the results, replacing the spring or deferring replacement of the spring and installing a placard and prohibiting night flying during the deferral. The owner/operator (pilot) holding at least a private pilot certificate may perform this check and must enter compliance with the applicable paragraphs of this AD into the helicopter maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The pilot may perform this check because it only involves lifting the safety-cap and verifying whether it automatically returns to an intended position. This check could be performed equally well by a pilot or a mechanic. This is an exception to the FAA’s standard maintenance regulations.

In the NPRM, the FAA also proposed to prohibit installing certain part-numbered collective pitch handles or collective sticks with those part-numbered collective pitch handles installed unless the operational check and, as applicable, corrective action, is