Estimated Time Per Respondent: contractors: 24 hours to prepare and submit applications, including 8 hours for office and job-site visits; committee members: 8 hours for 2 members.

Total Burden Hours: 404 hours.

Comments submitted in response to this notice will be summarized and included in the request for Office of Management and Budget approval of the information collection request; they will also become a matter of public record.

Signed this 17th day of November, 1998.

Charles N. Jeffress,

Assistant Secretary of Labor.

[FR Doc. 98–31403 Filed 11–23–98; 8:45 am]

BILLING CODE 4510–26–M

NATIONAL COMMISSION ON LIBRARIES AND INFORMATION SCIENCE

The U.S. National Commission on Libraries and Information Science (NCLIS) Sunshine Act Meeting

Correction Notice

''**Federal Register**'' Citation of Previous Announcement: FR, 11/20/98, Volume 63, Number 224, Page 64528.

PREVIOUSLY ANNOUNCED LOCATION OF MEETING: December 3, 1998, Seattle Public Library.

CHANGE IN LOCATION: December 3, 1998, Washington Athletic Club, Heritage Room, 3rd floor, 1325 Sixth Avenue, Seattle, WA.

CONTACT PERSON FOR MORE INFORMATION: Barbara Whiteleather, NCLIS (202) 606–9200.

Dated: November 20, 1998.

Robert S. Willard,

NCLIS Executive Director.

[FR Doc. 98–31559 Filed 11–20–98; 3:57 pm]

BILLING CODE 7527–$$–M

NATIONAL TRANSPORTATION SAFETY BOARD

Sunshine Act Meeting

TIME AND DATE: 9:30 a.m., Tuesday, December 1, 1998.

PLACE: NTSB Board Room, 5th Floor, 490 L'Enfant Plaza, S.W., Washington, D.C. 20594.

STATUS: Open.

MATTERS TO BE CONSIDERED:

7093 Brief of Accident-BK–117–B2 helicopter crash, N909CP, New York City, April 15, 1997; and Safety Recommendation to the Federal Aviation Administration about Blind Rivets.

7092 Hazardous Materials Accident Summary Report-Failure of Tank Car TEAX 3417 and Subsequent release of Liquefied Petroleum Gas, Pasadena, Texas, November 22, 1997.

7091 Railroad Regional Briefs.

NEWS MEDIA CONTACT: Telephone: (202) 314–6100.

FOR MORE INFORMATION CONTACT: Rhonda Underwood, (202) 314–6065.

Rhonda Underwood,

Federal Register Liaison Officer.

[FR Doc. 98–31560 Filed 11–20–98; 3:56 pm]

BILLING CODE 7533–01–M

NUCLEAR REGULATORY COMMISSION

[Docket No. 50–220]

Niagara Mohawk Power Corporation; Notice of Consideration of Issuance of Amendment to Facility Operating License, Proposed No Significant Hazards Consideration Determination, and Opportunity for a Hearing

The U.S. Nuclear Regulatory Commission (the Commission or NRC) is considering issuance of an amendment to Facility Operating License No. DRP–63 issued to Niagara Mohawk Power Corporation (NMPC or the licensee) for operation of Nine Mile Point Nuclear Station, Unit 1 (NMP1), located in the town of Scriba, Oswego County, New York.

The proposed amendment would change Technical Specification (TS) 5.5, ''Storage of Unirradiated and Spent Fuel,'' for NMP1. The changes would reflect a planned modification to increase the number of fuel assemblies that can be stored in the spent fuel pool from 2776 to 4086. The changes would also delete an erroneous reference within TS 5.5 to 10 CFR 70.55 for calculational methods approved by the Commission involving special arrays.

Before issuance of the proposed license amendment, the Commission will have made findings required by the Atomic Energy Act of 1954, as amended (the Act) and the Commission's regulations.

The Commission has made a proposed determination that the amendment request involves no significant hazards consideration. Under the Commission's regulations in 10 CFR 50.92, this means that operation of the facility in accordance with the proposed amendment would not (1) involve a significant increase in the probability or consequences of an accident previously evaluated; or (2) create the possibility of a new or different kind of accident from any accident previously evaluated; or (3) involve a significant reduction in a margin of safety. As required by 10 CFR 50.91(a), the licensee has provided its analysis of the issue of no significant hazards consideration, which is presented below:

The operation of NMP1, in accordance with the proposed amendment, will not involve a significant increase in the probability or consequences of an accident previously evaluated.

Analysis of issues concerning the expanded spent fuel pool storage capacity modification has considered the following potential scenarios:

1. A spent fuel assembly drop in the spent fuel pool.
2. Loss of spent fuel pool cooling flow.
3. A seismic event.
4. A cask drop in the spent fuel pool.
5. An accidental drop of a rack module during construction activity in the pool.

The probability that any of the first four scenarios in the above list can occur is not significantly increased by the proposed Technical Specification changes and the associated modification activities. Spent fuel pool activities such as fuel assembly movement as well as Spent Fuel Pool Cooling System operation will continue to be performed in accordance with approved plant procedures. A cask drop into the pool is considered an unlikely event based on the design/maintenance of the main hoist, the controlled cask movement path and the cask drop protection system (hydraulic guide cylinder). None of these features are affected by the proposed change. Concerning installation activities, whether conducted during power operation or shutdown, the reactor building crane will be utilized for handling all heavy loads (i.e., old and new racks) during the reracking operation. The main hoist is equipped with a redundant hoisting system which will prevent the dropping of heavy loads in the event that a cable or other critical part of the main hoist equipment should fail. Operability of the cranes will be checked and verified before the re-racking operation. All lift rigging and the refueling crane/hoist system will be inspected and all heavy load lifts will comply with NUREG–0612, ''Control of Heavy Loads at Nuclear Power Plants,'' per plant procedures. Accordingly, the probability of a heavy load drop will not significantly increase.

Therefore, the proposed modification and associated Technical Specification changes do not involve a significant increase in the probability of an accident previously evaluated.

UFSAR [Updated Final Safety Analysis Report] Section 15.c.3, ''Refueling Accident,'' discusses the accident in which a fuel bundle is accidently dropped onto the top of the core during refueling operations and the subsequent radiological effects. Fuel assembly density in the core is essentially equivalent to that of the assemblies stored in the replacement spent fuel racks. Accordingly, the consequence of a fuel assembly dropped on the core (as analyzed in UFSAR Section 15.c.3), is not significantly