

Signed at Washington, DC, this 19th day of February, 1998.

**W. Stuart Rust, Jr.,**

*Chief, Division of Management Systems,  
Bureau of Labor Statistics.*

[FR Doc. 98-4670 Filed 2-23-98; 8:45 am]

BILLING CODE 4510-24-M

## NATIONAL INSTITUTE FOR LITERACY

### Advisory Board Meeting

**AGENCY:** National Institute for Literacy.

**ACTION:** Notice of meeting.

**SUMMARY:** This Notice sets forth the schedule and proposed agenda of a forthcoming meeting of the National Institute for Literacy Advisory Board (Board). This notice also describes the function of the Board. Notice of this meeting is required under Section 10(a)(2) of the Federal Advisory Committee Act. This document is intended to notify the general public of their opportunity to attend the meeting.

**DATE AND TIME:** March 19, 1998, at 10:30 am-5 pm and March 20, 1998, at 9:30 am-4 pm.

**ADDRESSES:** National Institute for Literacy, 800 Connecticut Avenue, NW, Suite 200, Washington, DC 20006.

**FOR FURTHER INFORMATION CONTACT:** Sara Pendleton, National Institute for Literacy, 800 Connecticut Avenue, NW, Suite 200, Washington, DC 20006. Telephone (202) 632-1524.

**SUPPLEMENTARY INFORMATION:** The Board is established under section 384 of the Adult Education Act, as amended by Title I of Public Law 102-73, the National Literacy Act of 1991. The Board consists of ten individuals appointed by the President with the advice and consent of the Senate. The Board is established to advise and make recommendations to the Interagency Group, composed of the Secretaries of Education, Labor, and Health and Human Services, which administers the National Institute for Literacy (Institute). The Interagency Group programs to achieve the goals of the Institute. Specifically, the Board performs the following functions (a) Makes recommendations concerning the appointment of the Director and the staff of the Institute; (b) provides independent advice on operation of the Institute, and (c) receives reports from the Interagency Group and Director of the Institute. In addition, the Institute consults with the Board on the award of fellowships. The Board meeting will be held in Philadelphia, PA. On March 19, 1998, the meeting will be held at the offices of the National Center for Adult

Literacy (NCAL) at the University of Pennsylvania, 3910 Chestnut Street. The focus of that day's meeting will be on technology and literacy, examining the Institute's current work in this area and discussing what role the Institute should play in the future. On March 20, 1998, the meeting will be held at the Philadelphia Public Library, 1901 Vine Street. The main focus of this day will be the need to expand and coordinate the information and communication capabilities of the Institute in support of its mission to improve and expand national literacy services. Records are kept of all Board proceedings and are available for public inspection at the National Institute for Literacy, 800 Connecticut Avenue, NW, Suite 200, Washington, DC 20006 from 8:30 am to 5 pm.

Dated: February 18, 1998.

**Andrew J. Hartman,**

*Director, National Institute for Literacy.*

[FR Doc. 98-4613 Filed 2-23-98; 8:45 am]

BILLING CODE 6055-01-M

## NATIONAL SCIENCE FOUNDATION

### Committee Management; Notice of Establishment

The Deputy Director of the National Science Foundation has determined that the establishment of U.S. National Assessment Synthesis Team is necessary and in the public interest in connection with the performance of duties imposed upon the Director, National Science Foundation (NSF), by 42 U.S.C. 1861 *et seq.* This determination follows consultation with the Committee Management Secretariat, General Services Administration.

**Name of Committee:** U.S. National Assessment Synthesis Team.

**Purpose:** The U.S. National Assessment Synthesis Team is being formed under the auspices of the interagency Subcommittee on Global Change Research (SGCR), within the purview of the interagency Committee on Environmental and Natural Resources (CENR) and under the National Science and Technology Council (NSTC). The Team is meant to have broad responsibilities for the design and conduct of the national effort to assess the consequences of climate variability and climate change for the United States.

**Balanced Membership Plans.** The Committee will be balanced with 12 men and women from government, academia, and the private sector to ensure that the final product represents

the best possible assessment of the impacts of climate change.

**Responsible NSF Official:** Dr. Robert Corell, Assistant Director for Geosciences and chair of the Subcommittee on Global Change Research, Room 705, National Science Foundation, 4301 Wilson Boulevard, Arlington, Va. 22300, telephone (703) 306-1500.

Dated: February 18, 1998.

**M. Rebecca Winkler,**

*Committee Management Officer.*

[FR Doc. 98-4581 Filed 2-23-98; 8:45 am]

BILLING CODE 7555-01-M

## NATIONAL TRANSPORTATION SAFETY BOARD

### Sunshine Act Meeting; Public Hearing on Safety of Nation's Transit Bus Systems

The National Transportation Safety Board will convene a public hearing beginning at 9:00 a.m. local time on Tuesday, March 3, 1998, at the Adams Mark Hotel, Fourth and Chestnut Streets, St. Louis, Missouri. For more information, contact Jeanmarie Poole, NTSB Office of Highway Safety at (202) 314-6440 or Ted Lopatkiewicz, NTSB Office of Public Affairs at (202) 314-6100.

This meeting is physically accessible to people with disabilities. Request for sign language interpretation or other auxiliary aids should be directed to Bob Barlett at (202) 314-6446.

Dated: February 20, 1998.

**Ray Smith,**

*Alternate Federal Register Liaison Officer.*

[FR Doc. 98-4777 Filed 2-20-98; 12:10 pm]

BILLING CODE 7533-01-M

## NATIONAL TRANSPORTATION SAFETY BOARD

### Sunshine Act Meeting; Public Hearing on Safety Oversight of the Union Pacific Railroad

The National Transportation Safety Board will convene a public hearing beginning at 9:00 a.m. local time on Wednesday, March 18, 1998, at the Springfield Hilton Hotel, 6550 Loisdale Road, Springfield, Virginia. For more information, contact James P. Dunn, NTSB Office of Railroad Safety at (202) 314-6430 or Shelly Hazle, NTSB Office of Public Affairs at (202) 314-6100.

Dated: February 20, 1998.

**Ray Smith,**

*Alternate Federal Register Liaison Officer.*

[FR Doc. 98-4778 Filed 2-20-98; 12:10 pm]

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## NATIONAL TRANSPORTATION SAFETY BOARD

### Sunshine Act Meeting; Public Symposium on Family and Victim Assistance for Transportation Disasters

On September 28 and 29, 1998, at the Hyatt Regency Crystal City, 2799 Jefferson Davis Highway, Arlington, VA, the National Transportation Safety Board will host an international symposium to discuss the role of government and industry in the care of victims and their families following major transportation disasters. For more information, contact Liz Cotham, NTSB Office of Family Assistance, at (202) 314-6100 or Matt Furman, NTSB Office of Public Affairs, at (202) 314-6100.

Dated: February 20, 1998.

**Ray Smith,**

*Alternate Federal Register Liaison Officer.*

[FR Doc. 98-4779 Filed 2-20-98; 12:10 pm]

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## NUCLEAR REGULATORY COMMISSION

[Docket No. 50-368]

### Entergy Operations, Inc.; 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) is considering issuance of an amendment to Facility Operating License No. DPR-51 issued to Entergy Operations, Inc., (the licensee) for operation of the Arkansas Nuclear One, Unit No. 1 (ANO-1), located in Pope County, Arkansas.

The proposed amendment would allow the use of the repair roll technology (reroll) for the upper tubesheet region of the ANO-1 steam generators. The reroll technology is proposed as an alternative to the existing technical specification requirements to either sleeve or plug steam generator tubes found during inservice inspections to have defects that exceed the stated repair criteria. The reroll process has been developed to repair tubes with flaws in the

tubesheet region by creating a new mechanical tube to tubesheet structural joint below the tube defect indications.

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:

1. Does Not Involve a Significant Increase in the Probability or Consequences of an Accident Previously Evaluated.

The reroll process utilizes the original tube configuration and extends the roll expanded region. Thus all of the design and operating characteristics of the steam generator and connected systems are preserved. The reroll joint length has been analyzed and tested for design, operating, and faulted condition loading.

The qualification of the reroll joint is based on establishing a mechanical roll length which will carry all of the structural loads imposed on the tubes with required margins. A series of tests and analyses were performed to establish this length. Tests that were performed included leak, tensile, fatigue, ultimate load, and eddy current measurement uncertainty. The analyses evaluated plant operating and faulted loads in addition to tubesheet bow effects. Testing and analysis evaluated the tube springback and radial contact stresses due to temperature, pressure, and tubesheet bow. At worst case, a tube leak would occur with the result being a primary to secondary system leak. Any tube leakage would be bounded by the ruptured tube evaluation which has been previously analyzed. The potential for a tube rupture is not increased by the use of the reroll process.

The reroll process establishes a new pressure boundary for the associated tube in the upper tubesheet below the flaw. Qualification testing indicates that normal and faulted leakage from the new pressure boundary joint would be well below the Technical Specification limits. Since the normal and faulted leak rates are well within the Technical Specification limits, the analyzed accident scenarios are still bounding.

Applying a hydraulic expansion prior to making a repair roll near the secondary face of the upper tubesheet minimizes the

potential for Obrigheim denting of the tube above the new roll. The hydraulic expansion does not have an adverse impact on the structural integrity of the tube or tubesheet. A tube that is rerolled deep into the tubesheet and not hydraulically expanded has the potential of denting inward if water is trapped between the new and old roll regions. The dented portion of the tube would be outside the pressure boundary and therefore not a safety concern. If the tube were dented, such that future inspections would not be possible, the tube would have to be removed from service.

Based on the Framatome Technologies Inc. qualification, as well as the history for similar industry repair rolls, there are no new safety issues associated with a reroll repair. Therefore, this change does not involve a significant increase in the probability or consequences of any accident previously evaluated.

2. Does Not Create the Possibility of a New or Different Kind of Accident from any Previously Evaluated.

The reroll process establishes a new pressure boundary for the associated tube in the upper tubesheet below the flaw. The new roll transition may eventually develop primary water stress corrosion cracking (PWSCC) and require additional repair. Industry experience with roll transition cracking has shown that PWSCC in roll transitions are normally short axial cracks, with extremely low leak rates. The standard MRPC eddy current inspection during the refueling outages have proven to be successful in detecting these defects early enough in their progression to facilitate repair.

In the unlikely event the rerolled tube failed and severed completely at the transition of the reroll region, the tube would retain engagement in the tubesheet bore, preventing any interaction with neighboring tubes. In this case, leakage is minimized and is well within the assumed leakage of the design basis tube rupture accident. In addition, the possibility of rupturing multiple steam generator tubes is not increased. Therefore, this change does not create the possibility of a new or different kind of accident from any previously evaluated.

3. Does Not Involve a Significant Reduction in the Margin of Safety.

A tube with degradation can be kept in service through the use of the reroll process. The new roll expanded interface created with the tubesheet satisfies all of the necessary structural and leakage requirements. Since the joint is constrained within the tubesheet bore, there is no additional risk associated with tube rupture. Therefore, the analyzed accident scenarios remain bounding, and the use of the reroll process does not reduce the margin of safety. Consequently, this change does not involve a significant reduction in the margin of safety.

Based upon the reasoning presented above and the previous discussion of the amendment request, Entergy Operations has determined that the requested change does not involve a significant hazards consideration.