

- Evaluate whether the proposed information collection is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information including the validity of the methodology and assumptions used;
- Enhance the quality, utility, and clarity of the information to be collected; and
- Minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collections techniques or other forms of information, *e.g.*, permitting electronic submissions of responses.

III. Current Actions

In order for the Department to meet its statutory responsibilities under the INA, there is a need for an extension of an existing collection of information pertaining to employers' seeking to hire foreign workers for permanent or temporary employment in the U.S. by filing an Application for Alien Employment Certification on their behalf. There is an increase in burden due to a significant and sustained increase in the number of applications filed by employers each year.

Type of Review: Extension of a currently approved collection.

Agency: Employment and Training Administration, Labor.

Title: Application for Alien Employment Certification.

OMB Number: 1205-0015.

Affected Public: Individuals or households; Businesses or other for-profit or not-for-profit institutions; Federal, State, Local, or Tribal governments; Farms.

Form: ETA 750, Parts A and B.

Total Respondents:

Permanent Program: 100,000.

H-2A Program: 4,200.

H-2B Program: 5,000.

Frequency of Response: On occasion.

Total Responses: 109,200.

Average Burden Hours Per Response:

Permanent Program: 2.8.

H-2A Program: 1.

H-2B Program: 1.4.

Estimate Total Annual Burden Hours: 291,200.

Comments submitted in response to this notice will be summarized and/or 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 at Washington, DC, this 2nd day of July, 2003.

Emily Stover DeRocco,

Assistant Secretary.

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NUCLEAR REGULATORY COMMISSION

[Docket Nos. 50-313 and 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 (NRC or the Commission) is considering issuance of amendments to Renewed Facility Operating License (FOL) No. DPR-51 and FOL No. NPF-6, issued to Entergy Operations, Inc. (the licensee), for operation of Arkansas Nuclear One (ANO), Units 1 and 2 (ANO-1 and ANO-2), respectively, located in Pope County, Arkansas.

The proposed amendments would allow the licensee to use the spent fuel crane (L-3 crane) to lift heavy loads in excess of 100 tons. Specifically the licensee is requesting approval to use the upgraded L-3 crane for loads up to a total of 130 tons. This application was previously noticed and published in the **Federal Register** on March 7, 2003 (68 FR 11157).

The amendment application, as supplemented, was submitted on an exigent basis based on the following. The licensee has worked expeditiously to revise the appropriate design basis and to confirm the crane's implementation completeness. The licensee has performed available load lifts within the existing design basis to the extent possible. Additionally, the licensee will be seeking an alternate loading pattern for the ANO-2 spent fuel pool that will alleviate interim space limitations due to degradation of the neutron absorbing boroflex panels. Given the acceptability of the alternate loading pattern amendment, the ANO-2 spent fuel pool will be able to accept a full core offload; however, the spent fuel pool will be severely restricted for other potentially necessary spent fuel pool movements and activities (*i.e.*, fuel examinations). In order to provide critical space in the ANO-2 spent fuel pool, the licensee will need to perform fuel transfers using the new Holtec casks during August 2003. To accomplish the first loading of the new Holtec cask, preparation for cask

component heavy load movement requiring the use of the L-3 crane must start the week of July 28, 2003. This schedule will support demonstration of cask component handling capability as required by 10 CFR part 72 prior to loading nuclear fuel. Therefore, the licensee requests NRC approval by July 25, 2003, in order to make final preparations for these cask loading activities.

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.

Pursuant to 10 CFR 50.91(a)(6) for amendments to be granted under exigent circumstances, the NRC staff must determine 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 the proposed change involve a significant increase in the probability or consequences of an accident previously evaluated?

ANO Response: No.

The potential load carrying capability of the new L-3 crane has been increased from 100 tons to 130 tons. The transporting of a spent fuel cask is the maximum load that the crane is designed to handle. The process for transporting a cask is essentially unchanged from that previously performed. Once a cask is loaded with spent fuel it is lifted from the cask loading pit, transported to the hatch, and lowered to the railroad bay. This building arrangement is such that the cask is never carried over the spent fuel pool. The transport height of the cask has been increased to a minimum of 1.5 feet based on the design of the new L-3 crane. The impact limiters used under the previous cask transport process have been eliminated since the L-3 crane is now single failure proof. Because the crane is single failure proof, a postulated cask drop is no longer a credible event; therefore, no adverse effects on plant operation are anticipated to occur and the structural integrity of the spent fuel cask will not be impaired.

If a portion of the L-3 crane lifting devices malfunction or fail, the crane system is designed such that the load will move a limited distance downward prior to backup restraints becoming engaged. The increased