

mechanism for monitoring customer satisfaction. In particular, the purpose of the proposed National Personnel Records Center (NPRC) Survey of Customer Satisfaction is to (1) determine customer satisfaction with MPR's reference service process, (2) identify areas within the reference service process for improvement, and (3) provide MPR management with customer feedback on the effectiveness of BPR initiatives designed to improve customer service as they are implemented. In addition to supporting the BPR effort, the proposed National Personnel Records Center (NPRC) Survey of Customer Satisfaction will help NARA in responding to performance planning and reporting requirements contained in the Government Performance and Results Act (GPRA).

Dated: March 9, 2006.

Martha Morphy,

Acting Assistant Archivist for Information Services.

[FR Doc. E6-4535 Filed 3-28-06; 8:45 am]

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NATIONAL TRANSPORTATION SAFETY BOARD

Notice of Sunshine Act Meeting

TIME AND DATE: 9:30 a.m., Tuesday, April 4, 2006.

PLACE: NTSB Board Room, 429 L'Enfant Plaza, SW., Washington, DC 20594.

STATUS: The one item is open to the public.

MATTERS TO BE CONSIDERED: 7770, *Marine Accident Report—Fire On Board U.S. Small Passenger Vessel Express Shuttle II, Pithlachascotee River, near Port Richey, Florida, October 17, 2004.*

NEW MEDIA CONTACT: Telephone: (202) 314-6100.

Individuals requesting specific accommodations should contact Chris Bisett at (202) 314-6305 by Friday, March 31, 2006.

The public may view the meeting via a live or archived webcast by accessing a link under "News & Events" on the NTSB home page at <http://www.nts.gov>.

FOR MORE INFORMATION CONTACT: Vicky D'Onofrio, (202) 314-6410.

Dated: March 24, 2006.

Vicky D'Onofrio,

Federal Register Liaison Officer.

[FR Doc. 06-3058 Filed 3-24-06; 4:37 pm]

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NUCLEAR REGULATORY COMMISSION

[Docket No. 50-348]

Southern Nuclear Operating Company; Joseph M. Farley Nuclear Power Plant, Unit 1; Exemption

1.0 Background

The Southern Nuclear Operating Company (SNC, the licensee) is the holder of Renewed Facility Operating License No. NPF-2 which authorizes operation of Joseph M. Farley Nuclear Power Plant (FNP), Unit 1. The license provides, among other things, that the facility is subject to all rules, regulations, and orders of the Nuclear Regulatory Commission (NRC, the Commission) now or hereafter in effect.

The facility consists of a pressurized-water reactor located in Houston County, Alabama.

2.0 Request/Action

Title 10 of the *Code of Federal Regulations* (10 CFR) Part 50, Appendix R, "Fire Protection Program for Nuclear Power Facilities Operating Prior to January 1, 1979," establishes fire protection features required to satisfy General Design Criterion 3, "Fire protection," of Appendix A to 10 CFR Part 50 with respect to certain generic issues for nuclear power plants licensed to operate prior to January 1, 1979. FNP, Unit 1 was licensed to operate prior to January 1, 1979. Therefore, FNP, Unit 1 is directly subject to Appendix R.

By letter dated January 19, 2005, as supplemented by letters dated June 9 (two letters) and November 18, 2005, SNC, the licensee for FNP, Unit 1, submitted a request for a permanent exemption from 10 CFR Appendix R, Section III.G.2, pertaining to FNP, Unit 1 (SNC letters NL-04-2357, NL-05-0937, NL-05-0960 and NL-05-1975, respectively). Specifically, 10 CFR Appendix R, Section III.G.2, would require the use of a 1-hour rated fire barrier for protection of certain safe shutdown control circuits located in Fire Areas 1-013 and 1-042. In lieu of providing such 1-hour rated fire barriers, the licensee proposes the use of fire-rated electrical cable produced by Meggitt Safety System, Inc., (previously known as Whittaker Electronic Resources Unit of Whittaker Electronic Systems) for several cables in Fire Areas 1-013 and 1-042 associated with safe shutdown control circuits.

3.0 Discussion

Pursuant to 10 CFR 50.12, the Commission may, upon application by any interested person or upon its own

initiative, grant exemptions from the requirements of 10 CFR Part 50 when (1) The exemptions are authorized by law, will not present an undue risk to public health or safety, and are consistent with the common defense and security; and (2) when special circumstances are present. These special circumstances are described in 10 CFR 50.12(a)(2)(ii), in that the application of these regulations is not necessary to achieve the underlying purpose of the rule.

The underlying purpose of Appendix R, Section III.G, is to provide features capable of limiting fire damage so that:

(1) One train of systems necessary to achieve and maintain hot shutdown conditions from either the control room or emergency control station(s) is free of fire damage; and (2) systems necessary to achieve and maintain cold shutdown from either the control room or emergency control station(s) can be repaired within 72 hours.

3.1 Overview of Approach Used by Licensee

For this specific fire protection application, SNC proposes plant modifications to use 1-hour fire-rated electrical cable in lieu of a 1-hour rated fire barrier as required by 10 CFR Part 50, Appendix R, Section III.G.2. Section III.G.2 of 10 CFR Part 50, Appendix R, provides fire protection requirements for electrical cables located within the same fire area whose failure could cause the maloperation of redundant trains of systems necessary to achieve and maintain hot shutdown conditions. These areas are required to have protection features such that one of the redundant trains will be free of fire damage in the event of a fire. One method, described in Section III.G.2, for ensuring compliance with this requirement is to enclose the cable and equipment and associated non-safety circuits of one redundant train in a 1-hour rated fire barrier. In addition, an area-wide automatic fire suppression and detection system shall be installed in the fire area.

A postulated fire in Fire Area 1-013 or 1-042 could cause loss of offsite power; both fire areas contain cable bus ducts from the startup transformers to both redundant trains of the 4 kilovolt (KV) Appendix R safe shutdown (SSD) busses. A postulated fire in either of these fire areas could also potentially impact the function of the Train B 4 KV Emergency Diesel Generator (EDG) 1B control circuitry. The majority of the Train A onsite electrical power system components required for Appendix R SSD are not located in Fire Area 1-013 or 1-042. The following Train A onsite power system related SSD circuits