estimated that each submission is averaged to be 15 hours per respondent for each program. If the nominator is thoroughly familiar with the scientific background of the nominees, time spent to complete the nomination may be considerably reduced.

*Respondents:* Individuals, businesses or other for-profit organizations, universities, non-profit institutions, and Federal and State governments.

*Estimated Number of Responses per Award:* 137 responses, broken down as follows: For the President's National Medal of Science, 55; for the Alan T. Waterman Award, 50; for the Vannevar Bush Award, 12; for the Public Service Award, 20.

*Estimated Total Annual Burden on Respondents:* 2,280 hours, broken down by 900 hours for the President's National Medal of Science (20 hours per 45 respondents); 900 hours for the Alan T. Waterman Award (20 hours per 60 respondents); 180 hours for the Vannevar Bush Award (15 hours per 12 respondents); and 300 hours for the Public Service Award (15 hours per 20 respondents).

*Frequency of Responses:* Annually.

*Comments:* Comments are invited on (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Agency, including whether the information shall have practical utility; (b) the accuracy of the Agency's estimate of the burden of the proposed collection of information; (c) ways to enhance the quality, utility, and clarity of the information on respondents, including through the use of automated collection techniques or other forms of information technology; or (d) ways to 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 collection techniques or other forms of information technology.

Dated: February 24, 2005.

**Suzanne H. Plimpton,**

*Reports Clearance Officer, National Science Foundation.*

[FR Doc. 05–3927 Filed 2–28–05; 8:45 am]

**BILLING CODE 7555–01–M**

## NATIONAL TRANSPORTATION SAFETY BOARD

### Agenda

**TIME AND PLACE:** 9:30 a.m., Tuesday, March 8, 2005.

**PLACE:** NTSB Conference Center, 429 L'Enfant Plaza SW., Washington, DC 20594.

**STATUS:** The item is open to the public.

**MATTERS TO BE CONSIDERED:**

7628A Marine Accident Report—Allision of Staten Island Ferry Andrew J. Barberi, St. George, Staten Island, New York, October 15, 2003.

News Media Contact: Telephone: (202) 314–6100.

Individuals requesting specific accommodations should contact Ms. Carolyn Dargan at (202) 314–6305 by Friday, February 25, 2005.

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

Dated: February 25, 2005.

**Vicky D'Onofrio,**

*Federal Register Liaison Officer.*

[FR Doc. 05–4023 Filed 2–25–05; 1:34 pm]

**BILLING CODE 7533–01–M**

## NUCLEAR REGULATORY COMMISSION

### Dominion Nuclear Connecticut; Establishment of Atomic Safety and Licensing Board

[Docket No. 50–336 and 50–423; ASLBP No. 05–837–01–LR]

Pursuant to delegation by the Commission dated December 29, 1972, published in the **Federal Register**, 37 FR 28,710 (1972), and the Commission's regulations, *see* 10 CFR 2.104, 2.300, 2.303, 2.309, 2.311, 2.318, and 2.321, notice is hereby given that an Atomic Safety and Licensing Board is being established to preside over the following proceeding:

**Dominion Nuclear Connecticut**

*(Millstone Nuclear Power Station, Units 2 and 3)*

Pursuant to a March 8, 2004 notice of opportunity for hearing published in the **Federal Register** (69 FR 11,897 (Mar. 12, 2004)), a Licensing Board is being established to conduct a proceeding on the February 1, 2005 petition for late intervention of Suffolk County, New York, regarding the January 22, 2004 Dominion Nuclear Connecticut applications for renewal of the Millstone Units 2 and 3 operating licenses.

The Board is comprised of the following administrative judges:

Michael C. Farrar, Chair, Atomic Safety and Licensing Board Panel, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001.

Alan S. Rosenthal, Atomic Safety and Licensing Board Panel, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001.

Dr. Peter S. Lam, Atomic Safety and Licensing Board Panel, U.S. Nuclear Regulatory Commission, Washington, DC 20555–0001.

All correspondence, documents, and other materials shall be filed with the administrative judges in accordance with 10 CFR 2.302.

Issued at Rockville, Maryland, this 23rd day of February 2005.

**G. Paul Bollwerk, III,**

*Chief Administrative Judge, Atomic Safety and Licensing Board Panel.*

[FR Doc. 05–3864 Filed 2–28–05; 8:45 am]

**BILLING CODE 7590–01–P**

## NUCLEAR REGULATORY COMMISSION

**[Docket Nos. 50–272 and 50–311]**

### PSEG Nuclear LLC; 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 an amendment to Facility Operating License Nos. DPR–70 and DPR–75 issued to the Salem Nuclear Generating Station, Unit Nos. 1 and 2 (Salem) for operation in Salem County, New Jersey.

The proposed revision would modify the Technical Specification (TS) definition of OPERABILITY with respect to requirements for availability of normal and emergency power. Additionally, the proposed revision would modify the required actions for shutdown power TSs.

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. Pursuant to the Commission's regulations in Title 10 of the Code of Federal Regulations (10 CFR), Section 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; (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