NATIONAL TRANSPORTATION SAFETY BOARD

General Aviation Search and Rescue

The National Transportation Safety Board (NTSB) will convene a 2-day forum focused on general aviation search and rescue operations on July 17 and 18, 2012. In the United States, following the crash of a general aviation airplane, inland searches for the aircraft are conducted by the Air Force Rescue Coordination Center, who are supported by numerous Federal, state, local, and volunteer organizations.

The forum will concentrate on examining the regulations, policies, and procedures at a Federal level and serve as a platform to facilitate dialog between search organizations, technology manufacturers, and industry groups on the issues currently impacting the general aviation community. Additionally, the forum will spend a second day discussing emerging technologies and how they may shape the future of general aviation search and rescue.

The two-day forum is being chaired by NTSB Chairman Deborah A. P. Hersman and all five Board Members will participate. Panelists participating in the forum will represent government and industry.

Search and rescue can often mean the difference between life and death,” said Chairman Hersman. “Unfortunately, every year we see delays in the detection and location of crashed aircraft due to outdated equipment and a failure to coordinate information and assets.”

The NTSB has issued more than two dozen safety recommendations on search and rescue, conducted safety studies addressing ways to improve search and rescue operations and even included general aviation safety on the Most Wanted List of transportation improvements. A detailed agenda and list of participants will be released closer to the date of the event.

The forum will be held in the NTSB Board Room and Conference Center, located at 429 L’Enfant Plaza SW., Washington DC. The forum is open to the public and free of charge. In addition, the forum can be viewed via Web cast at www.ntsb.gov. NTSB Media Contact: Terry Williams, (202) 314–6100, terry.williams@ntsb.gov. NTSB Forum Manager: Jason Fedok, 202–314–6645, jason.fedok@ntsb.gov.

Candi R. Bing, Federal Register Liaison Officer.

NATIONAL TRANSPORTATION SAFETY BOARD

General Aviation Search and Rescue

The NTSB has issued more than two dozen safety recommendations on search and rescue, conducted safety studies addressing ways to improve search and rescue operations and even included general aviation safety on the Most Wanted List of transportation improvements. A detailed agenda and list of participants will be released closer to the date of the event.

The forum will be held in the NTSB Board Room and Conference Center, located at 429 L’Enfant Plaza SW., Washington DC. The forum is open to the public and free of charge. In addition, the forum can be viewed via Web cast at www.ntsb.gov. NTSB Media Contact: Terry Williams, (202) 314–6100, terry.williams@ntsb.gov. NTSB Forum Manager: Jason Fedok, 202–314–6645, jason.fedok@ntsb.gov.

Candi R. Bing, Federal Register Liaison Officer.

NATIONAL TRANSPORTATION SAFETY BOARD

General Aviation Search and Rescue

The National Transportation Safety Board (NTSB) will convene a 2-day forum focused on general aviation search and rescue operations on July 17 and 18, 2012. In the United States, following the crash of a general aviation airplane, inland searches for the aircraft are conducted by the Air Force Rescue Coordination Center, who are supported by numerous Federal, state, local, and volunteer organizations.

The forum will concentrate on examining the regulations, policies, and procedures at a Federal level and serve as a platform to facilitate dialog between search organizations, technology manufacturers, and industry groups on the issues currently impacting the general aviation community. Additionally, the forum will spend a second day discussing emerging technologies and how they may shape the future of general aviation search and rescue.

The two-day forum is being chaired by NTSB Chairman Deborah A. P. Hersman and all five Board Members will participate. Panelists participating in the forum will represent government and industry.

Search and rescue can often mean the difference between life and death,” said Chairman Hersman. “Unfortunately, every year we see delays in the detection and location of crashed aircraft due to outdated equipment and a failure to coordinate information and assets.”

The NTSB has issued more than two dozen safety recommendations on search and rescue, conducted safety studies addressing ways to improve search and rescue operations and even included general aviation safety on the Most Wanted List of transportation improvements. A detailed agenda and list of participants will be released closer to the date of the event.

The forum will be held in the NTSB Board Room and Conference Center, located at 429 L’Enfant Plaza SW., Washington DC. The forum is open to the public and free of charge. In addition, the forum can be viewed via Web cast at www.ntsb.gov. NTSB Media Contact: Terry Williams, (202) 314–6100, terry.williams@ntsb.gov. NTSB Forum Manager: Jason Fedok, 202–314–6645, jason.fedok@ntsb.gov.

Candi R. Bing, Federal Register Liaison Officer.
NRC staff is issuing a finding of no significant impact. Based on the results of the environmental assessment, the NRC staff is issuing a finding of no significant impact.

Environmental Assessment
Identification of the Proposed Action
DNC proposed that the NRC grant exemptions to certain NRC requirements pertaining to the NRC fire regulations. The proposed action is detailed in the licensee’s application dated June 30, 2011, as supplemented by letter dated February 29, 2012. The licensee’s application and supplemental submission are accessible electronically from the NRC’s Agencywide Documents Access and Management System (ADAMS) under Accession Nos. ML11188A213 and ML12069A016.

Regulatory Issue Summary (RIS) 2006–10, “Regulatory Expectations With Appendix R, Paragraph III.G.2 Operator Manual Actions,” documents the NRC’s position on the use of operator manual actions (OMAs) as part of a compliance strategy to meet the requirements of 10 CFR part 50, appendix R, Section III.G.2. The NRC requires plants which credit manual actions for 10 CFR part 50, appendix R, Section III.G.2 compliance to obtain NRC approval for the manual actions using the exemption process in accordance with the requirements of 10 CFR 50.12. In response, the licensee proposed this licensing action which would exempt MPS2 from certain requirements of 10 CFR part 50, appendix R, Section III.G.2.

DNC proposed a number of OMAs in lieu of one of the means specified in Section III.G.2 to ensure a train of equipment used for hot shutdown is available when redundant trains are in the same fire area. Therefore, DNC requested exemptions from the requirements of 10 CFR part 50, appendix R, Paragraph III.G.2 for MPS2 to the extent that OMAs are necessary to achieve and maintain a hot shutdown for fire areas in which both trains of safe-shutdown cables or equipment are located in the same fire area.

The Need for the Proposed Action
The proposed action is requested to permit the licensee an alternate method from those specified in 10 CFR part 50, to achieve and maintain hot shutdown conditions in the event of a fire that could disable electrical cables and equipment in the fire areas of MPS2 listed in the licensee’s request for exemption. The criteria for granting specific exemptions from 10 CFR part 50 regulations are specified in 10 CFR 50.12. In accordance with 10 CFR 50.12(a)(1), the NRC is authorized to grant an exemption upon determining that the exemption is authorized by law, will not present an undue risk to the public health and safety, and is consistent with the common defense and security.

Environmental Impacts of the Proposed Action
The NRC staff has completed its evaluation of the environmental impact of the proposed action. The NRC staff has concluded that such actions would not adversely affect the environment. The proposed action would not result in an increased radiological hazard. There will be no change to the radioactive effluent releases that affect radiation exposures to plant workers and members of the public. No changes will be made to plant structures or the site property. Therefore, no changes or different types of radiological impacts are expected as a result of the proposed exemption.

The proposed action does not result in changes to land use or water use, or result in changes to the quality or quantity of non-radiological effluents. No changes to the National Pollution Discharge Elimination System permit are needed. No effects on the aquatic or terrestrial habitat in the vicinity or the plant, or to threatened, endangered, or extinct species are expected.