

April 25, 2000

Mr. Kelly Maddoux
Barnard Dunkelberg & Company
Cherry Street Building
1616 East Fifteenth Street
Tulsa, Oklahoma 74120-8857

SUBJECT: PROPOSED RELOCATION OF RUSSELLVILLE, ARKANSAS MUNICIPAL AIRPORT - REQUEST FOR INPUT TO THE ENVIRONMENTAL ASSESSMENT SCOPE OF SERVICES DELINEATION (TAC NOS. MA6139 AND MA6140)

Dear Mr. Maddoux,

By letter dated July 7, 1999, you requested Nuclear Regulatory Commission (NRC or the staff) input to the Environmental Assessment Scope of Services delineation process being conducted for a proposed relocation of the Russellville Municipal Airport that is located near the site of Arkansas Nuclear One (ANO), Units 1 and 2. You noted that we had provided a response dated August 11, 1980, to a previously requested review. In that letter, we were concerned that the proposed airport relocation had the potential for becoming a hazard to the operation of ANO and, hence, could pose an undue risk to the health and safety of the public in the area. Our response requested that the proposed runway be realigned, so that its extension would be well away from the ANO site. In that letter, we stated that, as a minimum, a revised runway orientation should be no less than 30 degrees from the direction of ANO, or, alternatively, the airport should be relocated well beyond 5 miles from the site.

The staff's letter of August 11, 1980, was based on Section 3.5.1.6, "AIRCRAFT HAZARDS," of the NRC Standard Review Plan (SRP), NUREG-0800, which provides the acceptance criteria for licensing a nuclear power plant in the vicinity of an airport or airports. Section II.1(a) of SRP 3.5.1.6 states that aircraft hazards around nuclear power plant sites are of acceptably low risk if "... [t]he plant-to-airport distance D [in miles] is between ...(5 and 10 statute miles), and the projected annual number of operations [of commercial aircraft] is less than ...(500 D²) [(i.e., 500 times the distance in miles squared)], or the plant-to-airport distance D is greater than ...(10 statute miles), and the projected annual number of operations is less than ...(1000 D²)...." The acceptance criteria would be applied to the nuclear power plant, not to the airport.

Your revised site plan satisfies both of the concerns stated in our letter of August 11, 1980. As indicated on your Figure 6-1, "Alternative Site Locations," the sponsors' preferred airport site is oriented such that the ANO power station will not be in alignment with the runway. Additionally, although there is no distance scale provided on your figure, your letter indicates that the airport is between 8 and 9 miles from the ANO site.

During a telephone conversation on July 29, 1999, you estimated between 25,000 and 30,000 operations annually after 20 years of operation. General aviation-type aircraft (up to and including large business jets) would dominate the traffic, with very few, if any, commercial cargo or passenger service operations. The increased distance of the preferred airport site from the ANO site and the projected operations of the airport satisfy the above SRP criteria. Based on

the alignment of the airport with respect to the ANO site and the criteria in SRP 3.5.1.6 being satisfied, the NRC considers the sponsors preferred airport site to be satisfactory.

The NRC would like to point out that since our July 29, 1999, telephone conversation, the NRC's review of this issue has identified conflicting information which would suggest that the current usage of this airport is higher than you previously estimated. This review continued to support the conclusion that only a small fraction of the air traffic would be of a commercial nature. Since commercial traffic is the component of airport operations that presents the greatest concern, a modest increase in general aviation traffic would not significantly impact the NRC's conclusions regarding your proposal. However, we plan to review the site characteristics and operational forecast again when the formal Environmental Assessment is prepared. The NRC understands that you will be updating airport usage estimates to support the formal Environmental Assessment.

You also requested that we provide comments on the other sites identified as 1 through 7 on Figure 6-1 to assist in potential future airport siting evaluations. Each of the other options are located closer to the ANO site than the sponsors preferred airport site, with the possible exception of Sites 4 and 6, which appear to be equidistant. The sketched runways of Sites 1 through 7 also appear to be in general alignment with the ANO site. Therefore, we would request additional review with detailed information should a selection of any of the sites designated 1 through 7 be considered in the future.

Sincerely,

/RA/

M. Christopher Nolan, Project Manager, Section 1
Project Directorate IV & Decommissioning
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket Nos. 50-313 and 368

cc: See next page

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