

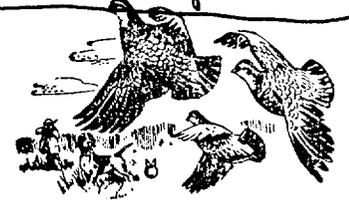
*Zalerman  
Action*

# Yell County Wildlife Federation

2000 APR 26 P Dardanelle, Arkansas 72834  
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RULES & REG. BRANCH  
US NRC

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for*

*4/12  
#1*  
*Sam*  
*Jon*  
*Keith*  
*Brian*  
*Frank Conzel - IRO*



Jim Wood, Director  
Yell County Wildlife Fed.  
Route 3 Box 1278  
Dardanelle, AR 72834  
(501)229-4449  
April 7, 2000

65 FR 13797  
3-14-00  
(2)

Mr. Ellis W. Mershcoff  
Regional Administrator  
US Nuclear Regulatory Commission  
Harris Tower  
611 Ryan Plaza Drive, Suite 400  
Arlington, TX 76011-8064

Dear Mr. Mershcoff,

I am contacting you seeking information about NRC's current regulatory nuclear powerplant safety guidance your Agency may have regarding construction of new regional airports within the 10 mile Emergency Planning Zone and affects such a large airport may impose upon renewal of nuclear plant licensing. NRC is currently soliciting public Scoping comments until May 9 for developing an Environmental Impact Statement on a proposed extension of the Arkansas Nuclear One Operating License.

The City of Russellville is currently pursuing construction of a large Regional Airport with a 10,000 foot runway as depicted in the enclosed drawing. The proposed recycled site is near the same location that NRC and the Environmental Protection Agency objected to in 1980 due to large type jet aircraft potential interference and adverse impacts upon nearby Galla Creek Wildlife Management Area, Holla Bend National Wildlife Refuge and safety risk these heavy aircraft would impose upon Arkansas Nuclear One.

Since the 1980 airport site denial by FAA, NRC has established a 10 mile Emergency Planning Zone (EPZ) around this nuclear plant. To build a regional airport at the proposed site will create heavy jet type aircraft activity within the EPZ and would seem to be an unacceptable risk to local community health and safety, in no less measure than the similar project presented in 1980. There is tremendous wintering waterfowl activity between Holla Bend Refuge and Lake Dardanelle, as far upstream as Ark. Nuclear One.



*Template ADM013*

ERIDS = ADM-03  
Add Chris Nolan  
(MCN)  
Tom Kenyon  
(TSK2)



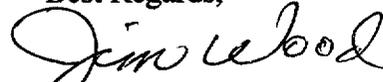
Our organization is a 50 year County affiliate of Arkansas Wildlife Federation. The proposed regional airport site is very controversial with local sportsmen and Yell County residents. In our environmental review of the proposal, we came across the two enclosed 1980 letters from NRC and EPA and thought it timely that we touch base with you on this matter since an even larger proposed Regional Airport (enlarged from 6000' to 10,000') at near the same site is now under environmental review.

If NRC has developed or submitted scoping comments to the private company engaged by the City of Russellville, AR to develop an Environmental Assessment on their proposed Regional Airport, we would appreciate a copy. Their address is:

Mr. Kelly J. Maddoux  
Bernard Dunkelberg & Company  
Cherry Street Building  
1616 East Fifteenth Street  
Tulsa, Oklahoma 74120-6027

We appreciate any regulatory guidance NRC may be able to provide on this proposed Regional Airport/Arkansas Nuclear One EPZ environmental matter.

Best Regards,

  
Jim Wood, Director

cc file

Samuel J. Collins, Director  
Office of Nuclear Reactor Regulation  
One White Flint North  
11555 Rockville Pike  
Rockville, Maryland 20852-2738



Planning *DM* Programming *DM* Engineering *DM*  
UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

AUG 11 1980

Mr. J. O. McBride, Chief  
Oklahoma City Airports District Office  
204 FAA Building, Wiley Post Airport  
Bethany, Oklahoma 73008

Dear Mr. McBride:

We have reviewed the revised Draft Environmental Statement concerning the Russellville Municipal Airport relocation. Our review indicates that the selected site for airport relocation (Site 7 in the environmental statement) has the proposed 6000 ft runway aligned with the Arkansas Nuclear One nuclear power station. We estimate that the projected general aviation traffic (24500 annual operations by 1996) will increase the probability of an aircraft crash on the nuclear power station structures to a level considered to be marginally acceptable by the NRC staff in the normal safety review of nuclear power plant license applications. Previous staff analyses of aircraft impacts on plant structures indicate that crashes involving light aircraft are not expected to produce significant damage to typical nuclear plant structures. Our concern, however, is that the presence of a 6000 ft runway, coupled with the commercial growth potential of the area, could lead to future airport expansion and the possible introduction of commercial aircraft using the airport. Impacts from larger jet aircraft, and commercial type aircraft in particular, could result in significant plant damage and the possible release of airborne radiation to the extent that 10 CFR Part 100 dose guidelines may be exceeded.

The above considerations indicate that the proposed airport relocation has the potential for becoming a hazard to the operation of the nearby nuclear power station and, hence, can pose an undue risk to the health and safety of the public in the area. We request that the proposed 6000 ft runway be realigned, so that its extension is well away from the nuclear power station. As a minimum, a revised runway orientation should be no less than 30 degrees from the direction of the nuclear power station. Alternatively, the airport should be relocated well beyond 5 miles from the station.

Sincerely,

A handwritten signature in cursive script that reads "Daniel R. Muller".

Daniel R. Muller, Assistant Director  
for Environmental Technology  
Division of Engineering



UNITED STATE ENVIRONMENTAL PROTECTION AGENCY  
REGION VI  
1201 ELM STREET  
DALLAS, TEXAS 75270

July 30, 1980

Mr. J. O. McBride  
Chief, Oklahoma City Airports District Office  
Federal Aviation Administration  
204 FAA Building, Wiley Post Airport  
Bethany, Oklahoma 73008

Dear Mr. McBride:

We have completed our review of the Finding of No Significant Impact (FONSI) Section 16(c)(4) Coordination on the Russellville Municipal Airport in Arkansas. As stated, the purpose of the proposed airport development is to provide expanded facilities to meet the projected increase in aviation activity in the area throughout 1996. The present airport is too small to safely accommodate business jet traffic and the runway alignment does not provide the most desirable wind coverage.

The Report investigated seven alternate sites including the existing airport and selected site 7 as the proposed new site to develop a Basic Transport Airport for Russellville.

We have identified two major environmental concerns with the proposed airport site. These concerns are (1) risk of a nuclear accident by selecting an airport site and runway alignment that would require aircraft to fly over a nuclear power plant and, (2) damage to a wildlife refuge by selecting a site that would require aircraft to fly low over a refuge.

#### Nuclear Accident Potential

The Report states that aircraft approaching or departing to the north from the main runway of the proposed site (alternate site number 7) would pass over Arkansas Nuclear One (ANO) power plant. Both units 1 and 2 of the plant are currently in commercial operation and located just west of Russellville on the north shore of Dardanelle Reservoir, as shown on Figure 3-2. If a large aircraft crashed into the containment dome of the nuclear plant, the results could be environmentally devastating. The safety analysis reports for ANO-1 and 2 indicate that the outer containment is not designed to withstand such an air crash. In the event of such a crash, there is a high probability of a serious nuclear accident being initiated. If a busy Basic Transport Airport such as described in the Report was located at the proposed site, we would consider the possibility of a crash and subsequent nuclear accident to be significant and the risk unacceptable. We strongly urge you not to construct this airport at the proposed site with flight patterns over the nuclear power plant.

### Wildlife Refuge Damage Potential

The Report states on page 41 that traffic approaching alternate site 7 from the south, or departing to the south, would pass over Holla Bend National Wildlife Refuge. Also, the projected traffic patterns pass directly over Lake Dardanelle State Park and near the Galla Creek Game Management area. The disparity between the noise of aircraft overflights and the goal for the tranquility of a wilderness environment for visitors to the Wildlife Refuge should be recognized. We believe the activity associated with the proposed airport is not compatible with the normal activity associated with the refuge. The FAA should determine if Section 4(f) of the DOT Act applies to these overflights. If Section 4(f) applies, there should be no overflights. These environmentally sensitive areas should be avoided wherever possible.

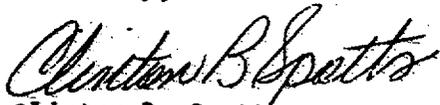
### Public Hearing

Our review of the Public Hearing Proceedings contained in the Appendix indicates that only the proposed site was presented. Before the Airport is constructed, an opportunity for a public hearing should be extended and all alternate sites pointed out at that time.

In summary, we have environmental objections to constructing an airport at the proposed site with flights over the nuclear power plant and National Wildlife Refuge.

We appreciate your efforts to keep us informed on the status of this action.

Sincerely,



Clinton B. Spotts  
Regional EIS Coordinator (6ASAF)

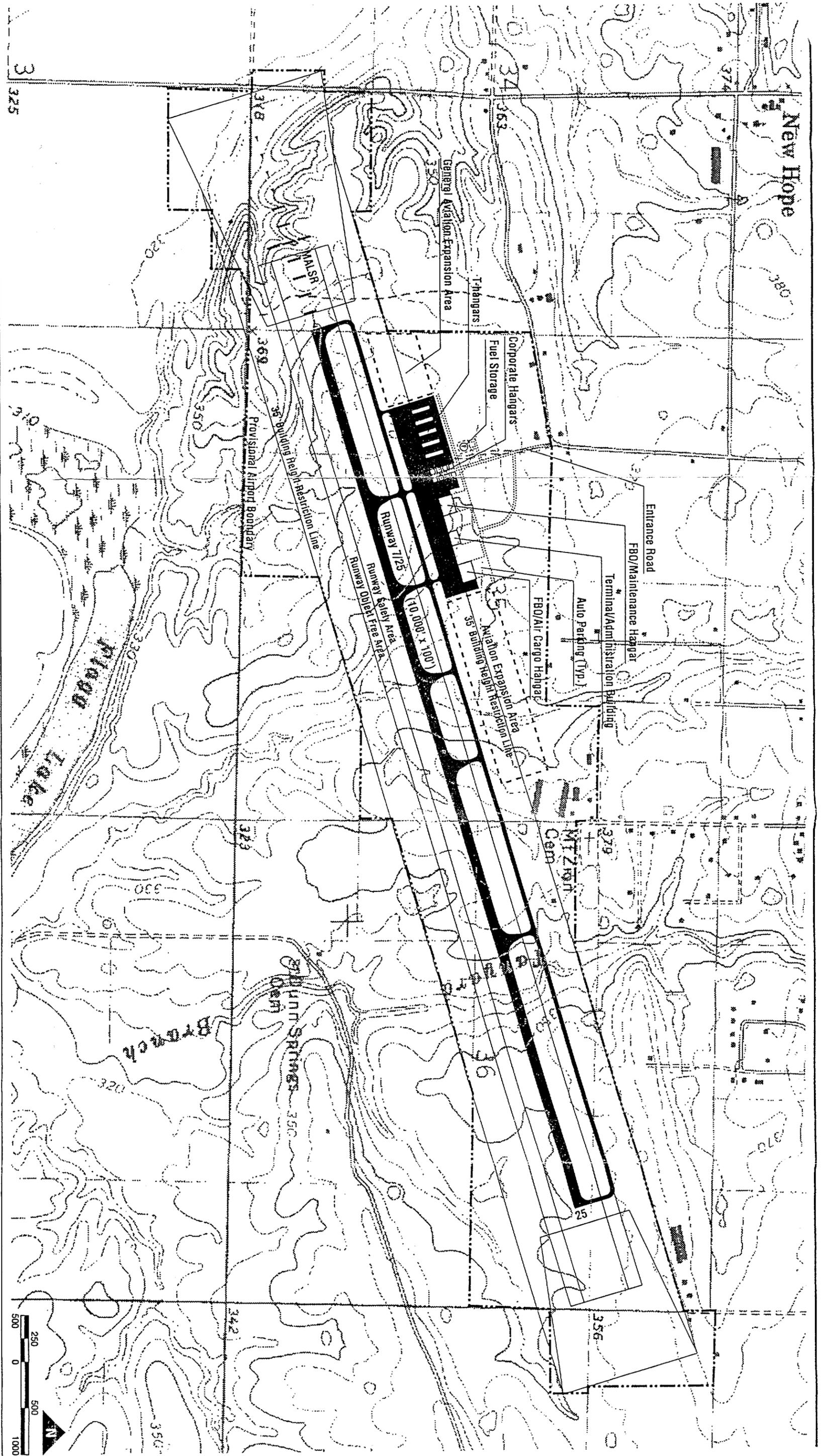


Figure D4 Proposed Airport Site Layout

Russellville Municipal Airport  
Site Confirmation Study and Master Plan