

From: Edward Throm, *NRR*
To: Glenn Kelly / *NRR*
Date: Monday, June 19, 2000 08:16 AM
Subject: Re: Public comment #8: The risk assessment should take into account changes in local aircraft traffic wh

The estimates for air craft crashes leading to a loss of water are $2.9E-9$ per year for pool damage and $7.0E-7$ per year for damage to a support system (without consideration of recovery - which would substantially reduce this value, perhaps two to three orders of magnitude).

Changes in local aircraft traffic would impact these frequencies without changing the consequences (from a zirc fire at a given time). Without a specific value for acceptable frequency or acceptable consequences the changes cannot be quantified nor have I been able to readily locate projected air traffic data.

Of course if the traffic increase is later than the critical fire period then the issue is meeting 10 CFR Part 100 guidelines (less than $1.0E-7$ per year of exceedance as discussed in SPR 3.5.1.6) - and meeting Part 100 is outside the scope of the decommission study. However, Part 100 consideration treatment in the decommission rule may need to be revisited.

Further guidance for a response is needed.

>>> Glenn Kelly 6/14/2000 4:05:22 PM >>>

Ed, could you please address this comment and provide it to me by June 23rd. Thanks

Public comment #8: The risk assessment should take into account changes in local aircraft traffic when evaluating the probability and consequences from aircraft crashing into SFPs.

Response: [ED THROM]

CC: George Hubbard, Mark Rubin

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