Private Fuel Storage, LLC

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John D. Parkyn, Chairman of the Board

January 25, 2001

U.S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, D.C. 20555-0001

LICENSE APPLICATION AMENDMENT No. 21
DOCKET NO. 72-22/TAC NO. L22462
PRIVATE FUEL STORAGE FACILITY
PRIVATE FUEL STORAGE L.L.C.

This letter submits Amendment No. 21 to the Private Fuel Storage Facility (PFSF) License Application. This amendment updates PFSF Safety Analysis Report (SAR) Section 2.2.3 to include additional information regarding testing of cruise missiles on the Utah Test and Training Range (UTTR) and to make reference to PFS's report entitled "Risk Assessment of Cruise Missile Accidents Impacting Private Fuel Storage LLC Independent Spent Fuel Storage Installation", which is being submitted to the NRC under separate cover. The additional information regarding cruise missile testing on the UTTR does not change the conclusion of SAR Section 2.2.3, that a cruise missile striking the PFSF is not a credible event.

If you have any questions regarding this submittal, please contact me at 608-787-1236 or Mr. J. L. Donnell, Project Director, at 303-741-7009.

Sincerely,

John D. Parkyn, Chairman
Private Fuel Storage L.L.C.

JDP:JRJ
Enclosure

NMSS01 Public

PREFACE

PRIVATE FUEL STORAGE FACILITY

LICENSE APPLICATION

AMENDMENT 21

Enclosed are the following revisions to the Private Fuel Storage Facility License Application documents:

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AAF for hung ordnance recovery/landing. Pilots maintain a stable flight path and remain in Visual Meteorological Conditions by avoiding clouds. Clover Control provides assistance as required and ensures Michael AAF is prepared to receive the aircraft to include fire fighting equipment and medical personnel standing by. The pilot maneuvers the aircraft to the northwest, approximately 20 statute miles from the proposed PFSF site, and proceeds to Michael AAF, avoiding rapid or steep turns and abrupt climbs or descents. Test facilities or any populated areas are avoided. A long straight-in approach with a shallow rate of descent is established to a full stop landing on runway 12 (to the southeast). Runway 12 is 13,125 ft long and 200 ft wide with a barrier cable at the end. After landing, Dugway Proving Ground Explosive Ordnance Disposal personnel inspect and safe the ordnance.

The UTTR record of no unintended release of live ordnance outside of designated launch/release areas and the procedure for landing aircraft with hung ordnance, which avoids populated areas and approaches Michael Army Airfield from the northwest, away from the PFSF, assures that hung ordnance will not impact the PFSF. Consequently, hung ordnance striking the PFSF is not a credible event.

Cruise Missiles

PFS has assessed the hazard posed to the PFSF by cruise missile testing. (PFS January 2001) Missile launches (where the missiles are released from aircraft carrying them) are generally confined to the northern and western portions of the UTTR and are at least 30 statute miles away from the PFSF site. Run-ins, drops, and launches are normally done from north to south or east to west and are thus directed away from the PFSF site. Cruise missile targets on the UTTR are located at least 18 miles from the PFSF. Cruise missile flight paths on the UTTR are plotted to approach no closer than within 10 nautical miles of the PFSF site. Cruise missiles and other weapon systems that have a capability of exceeding range boundaries are required to have a Flight

Termination System (FTS) installed prior to testing on the UTTR. The FTSs are designed to promptly terminate the weapons' flight paths in the event of an anomaly. Before a bomber launches a test cruise missile, the Mission Control Center verifies that the missile's remote control systems are working properly. At all times throughout the flight the cruise missile FTS must detect a signal that in effect permits the missile to keep flying (FTS discussed in USAF Accident Investigation Board Report, 12/10/97). If the missile does not detect the signal for a preset time, the FTS activates. Safety Officers can also activate the FTS, if required, at any time. The Range Safety Officer at Mission Control and the Airborne Range Instrumentation Aircraft are also both capable of terminating missile flight almost immediately. The UTTR has never experienced an FTS failure and the Air Force is aware of no instance where a cruise missile impacted the ground more than one mile laterally from the missile's plotted flight path. Consequently, a cruise missile striking the PFSF is not a credible event.

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