

January 2, 2003

United States Nuclear Regulatory Commission Region III
801 Warrenville Road
Lisle, Illinois 60532-4351

Attn: Robert G. Gattone, Jr. Radiation Specialist

Re: Response to Safety Inspection report and
Compliance Inspection

Dear Mr. Gattone:

Per your direction the following report is on the changes needed to correct the violations as your inspection found on December 3, 2002 of our facility and it's practices.

The following italic items are numbered as listed on safety inspection report date December 3, 2002:

4.1: Contrary to 10 CFR 71.5 and 49 CFR 172.203; on several occasions as of 12/3/02, the licensee transported a Troxler Model 3411B gauge to temporary job sites and the shipping paper did not contain the letters "RQ", name of each radionuclide, radioactivity amount, or category of label.

Response: The shipping paper now has the letters "RQ" shown and the name of each radionuclide, and the category of the label is "Yellow II"

4.2 Contrary to 10 CFR 71.5 and 49 CFR 177.817, on several occasions as of 12/3/02, the licensee transported Troxler Model 3411B gauge to temporary job sites and:

A: the shipping paper was kept inside of a closed front seat console and not in a holder mounted to the inside of the door on the drivers side of the vehicle or readily visible to a person entering the drivers compartment.

Response: The shipping paper is now placed inside a clear plastic holder and the new policy is to place shipping paper beside driver while driving and when exiting vehicle is to place shipping paper directly on drivers seat and facing as to be able to read the shipping paper.

B.: when the driver was not at the. Vehicle controls, the shipping paper was inside of a closed front seat console and not on the driver's seat or in a holder mounted to the inside of the door on the driver's side of the vehicle.

Response: Clear and direct instruction and policy has been given, to have shipping paper in clear site at all times, and within arm's reach at all times. As previously stated, the shipping paper is to never be placed inside any closed container inside the vehicle. The shipping paper is to be exposed and within sight of vehicle operator or someone entering vehicle and within arm's reach.

C.: the shipping paper was carried with other papers inside of a closed envelope and the shipping paper did not appear first, nor was it distinctly tabbed.

Response: The shipping paper, as amended with proper information, is now carried in a clear zip lock type packet. The packet has tape along the edges that attract attention to it. The shipping label is first and remaining information behind shipping label.

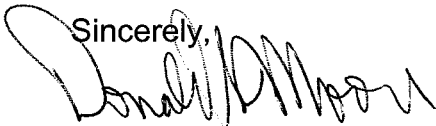
Other issues discussed during inspection that actions have been taken:

1. Notices have been posted for employee clear view.
2. The shipping document is "Distinctively Tabbed"
3. Six-month leak test is being arranged.
4. Log out Log in sheet for equipment now in place.
5. Emergency responder phone number placed on shipping label.

The above has been taught to the only other operator of NRC regulated equipment.

Zambrana Engineering Inc. thanks Mr. Gattone for his thorough and clear direction to bring our operation up to proper standards.

Sincerely,



Donald S. Moore P.E.
Zambrana Engineering Inc.

