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MEMORANDUM TO: Ronald L. Ballard, Chief
Technical Review Branch, HLWM

THRU: Mysore S. Nataraja, Section Leader
Geotechnical Eng/Design Section, HLTR

FROM: John T. Buckley
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SUBJECT: SUMMARY OF OVERFLIGHT RESTRICTIONS FOR NUCLEAR POWER
FACILITIES

On June 7, 1988 I was asked to obtain background information on overflight restrictions at nuclear power facilities. Based on conversations with Mr. Kaz Campe (NRR) and Mr. Jaques Read (RES) I was informed that an agreement was reached between the AEC and the DOD in 1971. I also contacted Mr. Brian Grimes and received permission to look through his files on overflight restrictions. In reviewing the various letters, I did not find a copy of the "letter of agreement". However, several letters do provide insight into agreements reached between the AEC and the U.S. Air Force (see attachments).

Mr. Campe informed me that the DOD publishes a document entitled "Area Planning Guide" on an annual basis. This document supposedly includes the locations of nuclear power installations which the DOD recognizes and avoids in its low level training flights. Also included in this publication are strip charts showing the pattern of low level training flights in the areas surrounding these nuclear power installations. Mr. Campe believes that the NRC no longer subscribes to the "Area Planning Guide" but that the program is being resurrected.

A letter dated April 26, 1971 from Harold Price, then Director of Regulation, to Mr. Edward Bauser indicates that the AEC staff began, providing site coordinates for power plants and test reactors to the Air Force and receiving Low Altitude High Speed Training Route Charts, prior to this time.

Acceptance Criteria #2 from Section 3.1.5.6 of the NRR Standard Review Plan states that "for military air space, a minimum distance of five miles from the reactor is adequate for low level training routes except those associated with usage greater than 1000 flights per year or activities (such as bombing practice) where an unusual stress situation exists".

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With regard to overflight restrictions for commercial flights, Mr. Campe told me there are no formal FAA restrictions. The NRC does not have any formal restrictions regarding commercial overflights either. According to Mr. Campe, the NRC reviews the local flight paths and air traffic patterns on a case-by-case basis for each facility. If it can be determined that the flight paths provide a probability of an accident having radiological consequences greater than 10e-7, then the FAA is asked to intervene in changing the flight paths.

Section 3.1.5.6 of the NRR Standard Review Plan addresses aircraft hazards (military and commercial). A copy of this section is attached for your review if desired.

In reviewing the DOE's Draft Environmental Assessment for the Yucca Mountain Site, the NRC staff raised two concerns regarding overflights by military aircraft from Nellis Air Force Base. The concerns raised dealt with the possible effects of vibratory ground motions due to practice bombing and the probability of aircraft crashes. A copy of these comments are attached.

As stated above, the relevant documents obtained on overflight restrictions are attached. NUREG-533 apparently contains some relevant information as well. This NUREG is currently on order but should be available in about one week.

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Attachment:
As stated

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