

October 23, 2006

Michael Kohn, President  
Pa'ina Hawaii, LLC  
P.O. Box 30542  
Honolulu, Hawaii 96820

SUBJECT: REQUEST FOR ADDITIONAL INFORMATION PERTINENT TO AIRCRAFT  
CRASH HAZARD ANALYSIS FOR PA'INA HAWAII, LLC IRRADIATOR FACILITY

Dear Mr. Kohn:

The U.S. Nuclear Regulatory Commission staff and their contractor, Center for Nuclear Waste Regulatory Analysis, are currently preparing an environmental assessment for the proposed irradiator in accordance with the terms of a March 20, 2006, settlement agreement. Attached are requests for additional information which are necessary to complete our environmental review. The focus of these Requests for Additional Information (RAI) is on aircraft crash hazard analysis, and we do not anticipate any additional requests in other resource areas.

Due to the type of information we are requesting, we are willing to work directly with any contacts you may have at the Honolulu International Airport to expedite the response. Please keep in mind that in order to meet the proposed schedule, which requires us to issue the Draft Environmental Assessment by December 2006, we need to receive the responses to this request within 30 days. If you have any questions, please contact Matthew Blevins at: (301) 415-7684.

Sincerely,

**/RA/**

B. Jennifer Davis, Branch Chief  
Environmental Review Branch  
Division of Waste Management  
and Environmental Protection  
Office of Federal and State Materials  
and Environmental Management Programs

Docket No.: 30-36974

Enclosure:  
Request for Additional Information  
Supporting the Assessment of the Aircraft  
Crash Hazard at the Pa'ina Hawaii, LLC  
Irradiator Facility

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<b>OFC</b>	DWMEP		OGC	DWMEP	
<b>NAME</b>	MBlevins		MBupp (via email)	JDavis	
<b>DATE</b>	10/12/06		10/17/06	10/18/06	

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## **REQUESTS FOR ADDITIONAL INFORMATION SUPPORTING THE ASSESSMENT OF THE AIRCRAFT CRASH HAZARD AT THE PA'INA HAWAII, LLC IRRADIATOR FACILITY**

The following requests for additional information (RAI) are needed in order to estimate the probability of an aircraft accidentally crashing into the irradiator facility.

1. Provide dimensions of the proposed facility (length, width, and height above ground) including a layout of the facility interior (e.g., similar to Figure 9–A of the License Application) with actual scale noted on the layout.
  - Basis: The size of the facility was not included in the application. The annual frequency of aircraft crashes is directly related to the size of the facility.
2. Provide information on the number and types of aircraft that take off and land at each runway at the Honolulu International Airport.
  - 2.1 The types of aircraft that use the Honolulu International Airport runways, including fixed-wing reciprocating single-engine general aviation aircraft, fixed-wing reciprocating multiple-engine general aviation aircraft, fixed-wing turboprop general aviation aircraft, fixed-wing turbojet general aviation aircraft, large military aircraft, and small military aircraft. Large military aircraft includes bombers, cargo aircraft, and tankers. Small military aircraft includes fighters, attack aircraft, and trainers.
  - 2.2 The annual number of takeoff and landing operations at each runway by aircraft type.
    - Basis: The license application did not include information on the aircraft that take off and land at each runway at the Honolulu International Airport. The aircraft crash frequency varies with the number and type of aircraft that use the airport. In addition, the annual crash frequency is directly related to the number of takeoff and landing operations. This information is necessary because the proposed facility is at different distances from the ends of the different runways. The distance from each runway for a particular aircraft type affects the conditional probability of the aircraft crashing into the proposed facility. The Honolulu airport includes the following runways: 8R, 26L, 8L, 26R, 4R, 22L, 4L, and 22R.
3. Provide information on the number and types of seaplanes that take off and land at both of the offshore runways.
  - 3.1 The types of seaplanes that use the offshore runways.
  - 3.2 The annual number of takeoff and landing operations at each offshore runway and provide the direction of the operations.

Enclosure

- Basis: The license application did not include information on the seaplanes that take off and land at the offshore runways near the Honolulu Airport. The aircraft crash frequency depends on the number and type of aircraft that use the offshore runways. This information is necessary because the proposed facility is close to these offshore runways. The offshore runways are designated 8W/26W and 4W/22W.