

AEROTEST OPERATIONS, INC.

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January 20, 2012
FOLLOW-UP REPORT

Mr. Spyros Traiforos
Attn: Document Control Desk
U.S. Nuclear Regulatory Commission
Washington, DC 20555-0001

RE: License R-98, Docket 50-228

Dear Mr. Traiforos:

As per my telephone message on Tuesday, January 17, 2012, I realized on the previous business day (Friday, January 13, 2011) that my memory was incorrect as to the description I provided in our report of January 11, 2011. I had described the cracks in the elements as "these cracks may be in a non-fuel area." Upon re-examination of the video and pictures on Friday, I would like to submit a more complete and accurate description of the elements, below:

S/N 2281 Instrumented Element: Discolored, multiple blisters in the upper non-fuel section. Y-shaped crack in the upper fourth of the fuel section. Continuous vertical, longitudinal crack in the lower two-thirds of the fuel section. 0% of the element can be lifted with a tool.

S/N 590E: Discolored, blister on the bottom ring of the element. Three separate vertical cracks on the same side: (starting from the bottom of the element) #1 in the lower fourth of the fuel region; #2 starts to the right of the first crack just before the first crack ends, about the same length as the first crack; #3 starts to the left of the second crack and just before the second crack ends, about three times the length of the other two cracks. This element can be pulled about 20% out with a tool.

S/N 623E: Discolored, very light colored crack in the upper section of the non-fuel region. Cracks in the other elements are very dark, so this one may be just beginning. This element can be pulled about 25% out with a tool.

S/N 1201E: Discolored, almost straight vertical longitudinal crack along the middle section of the fuel region. The crack extends about 80% of the fuel region. This element can be pulled about one inch with a tool.

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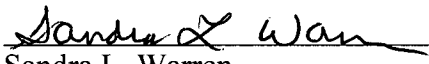
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Patrick Isaac and Craig Bassett of the NRC have viewed the videos of these elements and are being provided with DVD copies of them.

I apologize for not being accurate on the first report. In my rush to submit the report before the end of the day, I failed to check the written descriptions from our inspection reports and relied on my own memory of the video, which was unfortunate.

We will maintain contact with you to keep you informed on the status.

On behalf of Aerotest Operations, Inc., I certify that the content of this letter contains information that is true and correct to the best of my knowledge.


Sandra L. Warren
General Manager