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PMS HAROLD DENTON, DIRECTOR OF NUCLEAR REACTOR REGULATION
US NUCLEAR REGULATORY COMMISSION
WASHINGTON DC 20555

BT

THIS IS A COPY OF MESSAGE SENT TO:
LT. GEN A B ANDERSON JR, DEPUTY DIRECTOR
PLANS & OPERATIONS
DEPARTMENT OF THE AIR FORCE
WASHINGTON DC 20330

ATTN: LT GEN A B ANDERSON JR
DEPUTY DIRECTOR

A USAF B-52 FLEW AT VERY LOW ALTITUDE DIRECTLY OVER THE BIG ROCK
POINT NUCLEAR PLANT NEAR CHARLEVOIX, MICHIGAN ON JULY 5, 1979 AT
1532 HOURS. THIS INCIDENT IS CONTRARY TO AN AGREEMENT REACHED
BETWEEN CONSUMERS POWER COMPANY AND USAF IN 1971. THE 1971 AGREEMENT
PROVIDED THAT LOW LEVEL B-52 FLIGHTS FOR TRAINING PURPOSES WOULD
BE RELOCATED SO AS TO PASS NO CLOSER THAN 15 MILES FROM THE BIG
ROCK POINT PLANT.

CONSUMERS POWER COMPANY REQUESTS THAT THIS FLYOVER INCIDENT BE
INVESTIGATED AND THAT WE BE INFORMED OF ACTIONS WHICH WILL BE
TAKEN TO ENSURE FUTURE FLIGHTS ARE IN CONFORMANCE WITH THE 1971
AGREEMENT.

P C YOUNGDAHL
EXECUTIVE VICE PRESIDENT
CONSUMERS POWER CO
JACKSON MI

CC: DIRECTOR OF NUCLEAR REACTOR REGULATION
HAROLD DENTON
US NUCLEAR REGULATORY COMMISSION
WASHINGTON DC 20555

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA, 68113



Mr. Russell C. Youngdahl
Executive Vice President
Consumers Power Company
212 West Michigan Avenue
Jackson, Michigan 49201

26 JUL 1979

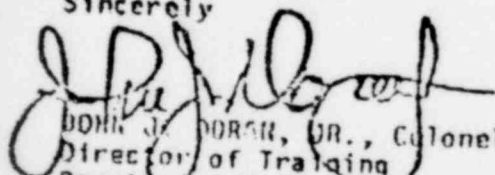
Dear Mr. Youngdahl

We share your concern about the overflight of the Big Rock Nuclear Power Plant on 5 July 1979. You can be assured that all aircrews are briefed and know that flying over this power plant is prohibited. This overflight was inadvertent and was caused by equipment malfunction and aircrew dis-orientation.

Numerous actions have been taken to ensure that future overflights do not occur. Although the published training route description already emphasized the need to avoid the power plant, a message was transmitted to supplement this information. This message provides specific instructions and actions to be taken by both aircrew and radar bomb scoring site personnel if an aircraft deviates from the route centerline: (1) scoring site personnel will provide radar warning to aircrew if aircraft deviates 3 miles from centerline (centerline is 5 miles from power plant) and (2) aircrew will take positive action to return to centerline. Additionally, this message requires emphasis during aircrew mission planning to ensure that all aircrew personnel are aware of potential problem areas while the aircraft is operating near the nuclear plant facility.

This office is fully aware of the seriousness of the recent incident. Your concern and interest in this area are greatly appreciated.

Sincerely


DON J. DORAN, JR., Colonel, USAF
Director of Training
Deputy Chief of Staff, Operations

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Peace . . . is our Profession

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