



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

June 28, 1979

NRC PUBLIC DOCUMENT ROOM

Roger M. Leed, Esq.
1411 Fourth Avenue
Seattle, WA 98101



In the Matter of
Puget Sound Power & Light Company, et al.
(Skagit Nuclear Power Project, Units 1 and 2)
Docket Nos. STN 50-522 and STN 50-523

Dear Mr. Leed:

This is in response to your letter to me dated May 30, 1979 in which you request updated accident rates for the E6-A aircraft that operate out of Whidbey Island Naval Air Station. You stated that you believe that the accident frequency for this aircraft has increased since the NRC Staff did its aircraft accident probability assessment based on this aircraft for the Skagit site and, therefore, the Staff's calculations might have to be modified.

The air crash rate used in the Staff's risk assessment (10^{-4} per hour) was based on the peace-time crash rate of U.S. combat aircraft. This rate was developed for use in Standard Review Plan Section 3.5.1.6 and was calculated from an analysis of 2136 United States Navy, Marine Corps, and Air Force accidents during the period 1963 to 1973 of which 56 accidents involved the A6 aircraft or variations thereof. Production of the A6 ceased in 1969 and the basic aircraft has been converted since that time. One of these conversions is the E6-A which you have referred to in your letter.

At this time, the Staff does not believe that a reassessment of the aircraft hazard risk at Skagit is warranted for the following reasons:

- 1) The crash rate utilized in the Staff's assessment (10^{-4} crashes per hour) is conservative because the actual peace time crash rate of combat aircraft is about 10^{-5} per hour. See Affidavit of Jacques B. J. Read on Military Aviation, dated July 16, 1976, p.8.
- 2) The A6 accident experience represents about 2.6 percent of the total accident data base and includes accidents which are not considered relevant to the Skagit site, e.g., carrier launch-and-recovery accidents. Therefore, even if it can be shown that the A6 or E6-A accident rate has increased in recent years and that the accidents have

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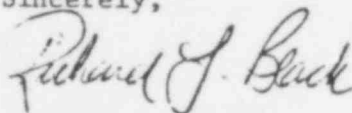
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relevance to the Skagit site, it would have a very minimal impact on the 10^{-4} accident rate used in the assessment.

- 3) Finally, because all A6 airframes are between 10 and 20 years old, the Staff expects that before the Skagit facilities are proposed to become operational in the mid-to-late 1980's, the A6 will likely be replaced by newer aircraft models in the Pacific fleet.

You also requested information concerning the NRC Staff Practice and Procedure Digest (NUREG-0386). It is available from the National Technical Information Service, Springfield, Virginia 22161 at \$6.50 per copy. In addition, pursuant to your request, enclosed is a copy of Planning Basis for the Development of State and Local Government Radiological Emergency Response Plans in Support of Light Water Reactor Plants (NUREG-0396). Finally, we have advised our distribution services to put you on a mailing list for newly published NUREGs.

Sincerely,



Richard L. Black
Counsel for NRC Staff

Enclosure: As stated

cc w/o enclosure:
Service List