

ATTACHMENT 3

NRC STAFF QUESTIONNAIRES TRANSMITTED
TO EACH SUBPOENAED AIRLINE PILOT AND
COMPLETED QUESTIONNAIRES RECEIVED TO DATE

8002 120 344

1. Q. What is your name and by whom are you employed?

A. My name is _____ and I am employed by
_____.

2. Q. In what capacity are you currently employed and how long have you been in that position?

A. I am currently _____ and I have been so employed since _____.

3. Q. Briefly describe your prior professional (including military) experience and training.

A. _____.

4. Q. On what aircraft are you now and were you, in the past, rated?

A. _____.

5. Q. Regarding your present position, could you please describe your duties.

A. _____.

6. Q. Have you ever piloted an aircraft into and out of Harrisburg International Airport (HIA)?

A. _____.

7. Q. Have you done so since construction of the Three Mile Island Nuclear Station has been completed?

A. _____.

For the following questions, please assume you are piloting an aircraft of 200,000 or greater, which, for purposes of this proceeding, include all models of the Boeing 707, 747, McDonnell Douglas DC-8, DC-10 and Lockheed L-1011.

8. Q. Please describe what you would consider to be an appropriate approach to Harrisburg International Airport?

A. _____.

9. Q. Are there any airport, company, or FAA regulations, rules, instructions, guidance, directives, or procedures that influence your prior answer?

A. _____.

10. Q. Do you know whether HIA has an ILS?

A. _____.

11. Q. Would that influence your prior answer?

A. _____.

12. Q. Assuming you were given VFR clearance, would that affect your prior answer?

A. _____.

13. Q. Would you, and under what circumstances, make an approach to the airport, flying over the TMI nuclear plant?

A. _____.

14. Q. On those occasions when you have flown into HIA indicated in answer to question 7, have you flown over the TMI nuclear plant?

A. _____.

15. Q. When taking off from HIA, are there any airport, company, or FAA regulations, rules, instructions, guidance, directives, or procedures, that prescribe your flight path?

A. _____.

16. Q. Taking your answer to Question 15 into consideration, are there circumstances under which you would overfly the TMI nuclear plant during a takeoff?

A. _____.

17. Q. On those occasions when you have flown from HIA indicated in your answer to Question 7, have you flown over the TMI nuclear plant?

A. _____.

18. Q. On takeoff and landing at HIA, please estimate how close you pass the TMI nuclear plant.

A. On takeoff, about _____; on landing, about _____.

1. Q. What is your name and by whom are you employed?
A. My name is Donald L. Ufford and I am employed by Evergreen International Airlines, Inc.
2. Q. In what capacity are you currently employed and how long have you been in that position?
A. I am currently System Chief Pilot and I have been so employed since February, 1978.
3. Q. Briefly describe your prior professional (including military) experience and training.
A. 1966-70 American Flyers Airlines - line pilot on L-188 aircraft
1971-72 McCulloch Int'l Airlines - line pilot on Boeing 707
1972-74 Modern Air, Inc. - line pilot on Convair 990
1974-76 Evergreen Int'l Airlines - line pilot L-188/DC-8
1976-78 Evergreen Int'l Airlines - Equipment Chief Pilot on DC-8/DC-9
1978-Present Evergreen Int'l Airlines - System Chief Pilot
4. Q. On what aircraft are you now and were you, in the past, rated?
A. DC-9, DC-8, L-188, CV-990, B-707
5. Q. Regarding your present position, could you please describe your duties.
A. (1) the selection of all flight deck personnel.
(2) discipline of all flight deck personnel, should it be required, to ensure compliance with regulations and with Company policy & procedures.
(3) direct supervision & utilization of flight deck crews.
(4) development of procedures for safe & economical operation.
(5) line qualification, initial operation experience, and proficiency of flight deck crews.
(6) the development & monitoring of standard procedures & the supervision of the flight crew training program.
6. Q. Have you ever piloted an aircraft into and out of Harrisburg International Airport (HIA)?
A. Yes.
7. Q. Have you done so since construction of the Three Mile Island Nuclear Station has been completed?
A. Yes.

For the following questions, please assume you are piloting an aircraft of 200,000 or greater, which, for purposes of this proceeding, include all models of the Boeing 707, 747, McDonnell Douglas DC-8, DC-10 and Lockheed L-1011.

8. Q. Please describe what you would consider to be an appropriate approach to Harrisburg International Airport?
- A. Depending on existing weather conditions:
- | | | |
|---------------------------|------------------------|-----------------|
| Runway 31 | Runway 13 | |
| (1) visual approach | (1) visual approach | (4) radar (ASR) |
| (2) localizer back course | (2) ILS | |
| (3) radar (ASR) | (3) localizer approach | |
9. Q. Are there any airport, company, or FAA regulations, rules, instructions, guidance, directives, or procedures that influence your prior answer?
- A. Yes. These are the only approved approaches for our company aircraft at this airport.
10. Q. Do you know whether HIA has an ILS?
- A. Yes. It does for Runway 13 and a back course localizer for Runway 31.
11. Q. Would that influence your prior answer?
- A. No.
12. Q. Assuming you were given VFR clearance, would that affect your prior answer?
- A. No.
13. Q. Would you, and under what circumstances, make an approach to the airport, flying over the TMI nuclear plant?
- A. No.

14. Q. On those occasions when you have flown into HIA indicated in answer to question 7, have you flown over the TMI nuclear plant?
- A. Never.
15. Q. When taking off from HIA, are there any airport, company, or FAA regulations, rules, instructions, guidance, directives, or procedures, that prescribe your flight path?
- A. Company procedures are to climb on runway heading to 1500' AGL prior to turning on course. FAA requires runway heading to 1000' on Runway 13 departures and to 1500' on Runway 31 departures.
16. Q. Taking your answer to Question 15 into consideration, are there circumstances under which you would overfly the TMI nuclear plant during a takeoff?
- A. No.
17. Q. On those occasions when you have flown from HIA indicated in your answer to Question 7, have you flown over the TMI nuclear plant?
- A. Never.
18. Q. On takeoff and landing at HIA, please estimate how close you pass the TMI nuclear plant.
- A. On takeoff, about 1-2 miles; on landing, about 1-2 miles.

1. Q. What is your name and by whom are you employed?
A. My name is Clark Billie and I am employed by Trans World Airlines.
2. Q. In what capacity are you currently employed and how long have you been in that position?
A. I am currently Pilot and I have been so employed since 1964. Hired Sept. 1964 as Co-Pilot Boeing 727 - Convair-880 - upgraded to Captain 1968 - Became Captain Instructor 1976 until present (Jan. 1980).
3. Q. Briefly describe your prior professional (including military) experience and training.
A. USMC Fighter Pilot 3-1/2 years, TWA Co-Pilot Constellation, B-727, B-707, B-747 Convair-880, TWA Captain B-727, B-707, B-747, Instructor TWA 707, 747 (4 years).
4. Q. On what aircraft are you now and were you, in the past, rated?
A. B-727, B-707, B-720, B-747, Learjet (Airline Transport Rating).
5. Q. Regarding your present position, could you please describe your duties.
A. Pilot Instructor training and checking TWA pilots on the B-747. Also training USAF and some Greek (Olympic Airways) pilots. This instructions is done both in a 747 simulator and/or aircraft.
6. Q. Have you ever piloted an aircraft into and out of Harrisburg International Airport (HIA)?
A. Yes. 707's and 747's.
7. Q. Have you done so since construction of the Three Mile Island Nuclear Station has been completed?
A. Yes.

For the following questions, please assume you are piloting an aircraft of 200,000 or greater, which, for purposes of this proceeding, include all models of the Boeing 707, 747, McDonnell Douglas DC-8, DC-10 and Lockheed L-1011.

8. Q. Please describe what you would consider to be an appropriate approach to Harrisburg International Airport?
- A. ASR to Runway 13 or 31, ILS to Runway 13 back course ILS (without glideslope) to Runway 31, and visual approaches to Runways 31 and 13.
9. Q. Are there any airport, company, or FAA regulations, rules, instructions, guidance, directives, or procedures that influence your prior answer?
- A. Yes, FAR's, Airplane Flight Handbook, Company Policy, and the Olmsted Tower SOP.
10. Q. Do you know whether HIA has an ILS?
- A. Yes.
11. Q. Would that influence your prior answer?
- A. Yes.
12. Q. Assuming you were given VFR clearance, would that affect your prior answer?
- A. No, visual approaches are common in the VFR and training environments.
13. Q. Would you, and under what circumstances, make an approach to the airport, flying over the TMI nuclear plant?
- A. No.

14. Q. On those occasions when you have flown into HIA indicated in answer to question 7, have you flown over the TMI nuclear plant?
- A. No.
15. Q. When taking off from HIA, are there any airport, company, or FAA regulations, rules, instructions, guidance, directives, or procedures, that prescribe your flight path?
- A. Yes, FAR's, Airplane Flight Handbook, Company Policy, and the Olmsted Tower SOP.
16. Q. Taking your answer to Question 15 into consideration, are there circumstances under which you would overfly the TMI nuclear plant during a takeoff?
- A. No.
17. Q. On those occasions when you have flown from HIA indicated in your answer to Question 7, have you flown over the TMI nuclear plant?
- A. No.
18. Q. On takeoff and landing at HIA, please estimate how close you pass the TMI nuclear plant.
- A. On takeoff, about 1-1/2 miles; on landing, about 1-1/2 miles.