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# Memorandum Report

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File No. I 87-31

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OFFICE OF INSPECTOR & AUDITOR  
U.S. NUCLEAR REGULATORY COMMISSION  
FREEDOM OF INFORMATION/PRIVACY ACT EXEMPTION .....

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

MAR 30 1989

MEMORANDUM REPORT

SUBJECT: INQUIRY INTO ALLEGED TRAVEL ABUSE BY NRC EMPLOYEES  
OIA FILE: INQ 87-31

BACKGROUND

On June 2, 1987, a confidential source informed the Assistant Director for Investigations, Office of Inspector and Auditor (OIA), U.S. Nuclear Regulatory Commission (NRC), that

NRC, had accepted transportation on a corporate aircraft owned by a utility. The source related that, in opinion, there was an appearance of impropriety on the part of accepting air transportation from the utility.

On June 5, 1987, OIA contacted the confidential source who advised that had heard from several employees that several years ago, during the NRC investigations/inspections of the WATERFORD NUCLEAR POWER PLANT (WATERFORD), accepted transportation on a Louisiana Power and Light Company (LP&L) corporate aircraft from New Orleans, LA, to WATERFORD. The source said that had no further information concerning the incident. (Attachment 1)

SUMMARY OF INVESTIGATIVE ACTIVITY

On June 9, 1987, the source was reinterviewed by OIA (Attachment 2) and related that did not want to characterize remarks to the Assistant Director for Investigations, OIA, as an allegation, but rather as an "off the cuff" remark. The source related that had heard, although could not recall from whom, that had traveled from New Orleans, LA, to WATERFORD on an aircraft owned and operated by LP&L, the licensee for WATERFORD. According to the source was reportedly uncomfortable with accepting the transportation. When questioned by OIA as to the specific location of the incident, the source said that was not certain the incident occurred between New Orleans and WATERFORD, and it possibly could have been taken place at another location and involved another licensee.

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FREEDOM OF INFORMATION/PRIVACY ACT EXEMPTION (b)(5)(6)(7)(C)

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Title 10 Code of Federal Regulations (CFR), Chapter 0.735.42(c) (Attachment 3) provides that "No employee shall accept free transportation in motor vehicles, aircraft, or other means, for official or unofficial purposes from NRC contractors, prospective contractors, licensees or prospective licensees, or representatives of any of them when such transportation might reasonably be interpreted as seeking to influence the impartiality of the employee or the agency."

Middle South Services Incorporated, was contacted by OIA (Attachment 4) to ascertain what records LP&L maintained on flights of their corporate aircraft. informed OIA that LP&L maintained some form of record to account for flights of their aircraft operating from New Orleans; however, the normal mode of travel between New Orleans and WATERFORD was by land vehicle. The travel time by land to WATERFORD is less than forty minutes, and it would not be economical or practical to operate an aircraft for such a short trip.

The Federal Aviation Administration (FAA) Office, New Orleans, LA, was contacted by OIA to determine if the FAA maintained lists of passengers traveling on corporate aircraft operating out of New Orleans, LA. The FAA advised that approximately 300,000 flights a year depart from New Orleans, and it would be too cumbersome to retain records of these flights over a long period. Consequently, the records are retained for only a ninety-day period. (Attachment 5)

was interviewed by OIA (Attachment 6) and stated during the period 1983 through 1985, OI conducted an extensive investigation at WATERFORD. said that sometime during 1985, accompanied to WATERFORD; however, they traveled from New Orleans, LA, to WATERFORD via commercial rental vehicle. stated has never traveled on a licensee's aircraft, and to knowledge has not traveled on a licensee's aircraft. stated has not heard any talk among employees concerning traveling on a licensee's aircraft.

NRC, was interviewed by OIA (Attachment 7) and related that during March 1985, traveled to Kenner, LA (suburb of New Orleans, LA), adjacent to the New Orleans Airport. During the week they were in the New Orleans area, they made a number of trips to WATERFORD using two rental vehicles obtained from a rental agency at the airport. recalled that remained in the New Orleans area, while the rest of the team traveled to the WATERFORD site. Sometime later arrived on site for a short time before returning to Kenner, LA. According to no one used air transportation because there were no aircraft landing facilities in the immediate area of WATERFORD.

was interviewed by OIA (Attachment 8) and stated to knowledge none of the assigned to had ever used a licensee's aircraft for travel. said

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- 3 -

if it had occurred was certain would have been apprised of the fact. stated that had no knowledge of having accepted free air travel on a licensee's corporate aircraft.

was interviewed by OIA (Attachment 9). advised that during the period was part of an investigative team conducting investigations at WATERFORD. The team consisted of arrived in New Orleans and met with the team at the Best Western Motel, Kenner, LA. On per instructions, obtained a vehicle from a rental agency located at the New Orleans Airport. advised that remained in the New Orleans area while the other team members traveled to WATERFORD. remained in the area until conducting interviews and reviewing records at LP&L corporate headquarters. they drove to Jackson, MS, and later drove to WATERFORD. recalled was with the entire time and stated could "guarantee" that did not travel on any licensee aircraft.

was interviewed by OIA (Attachment 10) and related that from was involved with the investigation at WATERFORD. recalled that during initial time on site, arrived on site. They remained at WATERFORD for approximately three days. said that was unaware of their mode of travel; however, did not hear any "talk" of using a licensee's aircraft. According to the travel time from New Orleans to WATERFORD is less than forty minutes and to utilize air travel would be inappropriate. further advised that there are no aircraft landing facilities at WATERFORD or Taft, LA, the municipality adjacent to the plant site.

The Saint Charles Parish Sheriff's Office was contacted by OIA to ascertain if aircraft landing facilities were available in the WATERFORD area. The Sheriff's Office advised that there were no landing sites at WATERFORD or at Taft, LA. (Attachment 11)

was interviewed by OIA (Attachment 12) and advised that traveled from Bethesda, MD, to New Orleans, LA, on two or three occasions. The purpose of the travel was to debrief former LP&L employees. While in the New Orleans, LA, area they stayed at a motel in Kenner, LA. stated never traveled to the WATERFORD site; however, to recollection possibly went to WATERFORD. Their usual mode of travel was via rental vehicle, and to knowledge, neither nor any other employee utilized air travel between New Orleans and WATERFORD.

NRC, was interviewed by OIA (Attachment 13) and related that during 1984, made a number of trips to New Orleans, LA, in conjunction with ongoing investigations at WATERFORD. advised that while in New Orleans, investigators

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- 4 -

stayed in a motel in Kenner, LA, and commuted from their motel to WATERFORD via rental vehicle. stated to knowledge no employee ever used air transportation between New Orleans and WATERFORD.

NRC, was interviewed by OIA (Attachment 14) and stated that had been required to travel to WATERFORD on several occasions. After arrival in New Orleans, LA, all travel in the New Orleans area and to WATERFORD was by rental vehicle. denied ever utilizing LP&L aircraft to travel between New Orleans and WATERFORD.

told OIA that on one occasion during either 1984 or 1985, flew on an aircraft operated by the Texas Utilities Generating Company (TUGCO) from Dallas, TX, to an airfield in the vicinity of the COMANCHE PEAK STEAM ELECTRIC STATION (COMANCHE PEAK). Also on the aircraft were

advised that traveled to the Dallas/Fort Worth (DFW) Airport via commercial aircraft and had met at the airport. To recollection, use of the TUGCO aircraft had been arranged by recalled that questioned concerning the propriety of traveling on the licensee's aircraft, and told them that there was no problem and the Region would reimburse TUGCO for the cost of travel. advised the travel was related to an ongoing investigation at COMANCHE PEAK, and on their arrival at the landing strip they were met by a TUGCO Vice President who transported them to the plant and later returned them to the landing strip. The party then returned to DFW Airport on the TUGCO aircraft. said that to knowledge NRC reimbursed TUGCO for the travel, and this was the only instance that had utilized a licensee aircraft for travel.

was interviewed by OIA (Attachment 15) and related that during made two trips to WATERFORD with On each occasion in New Orleans, LA, and they traveled to WATERFORD via rental vehicle. said was aware of the incident in which traveled to COMANCHE PEAK on the TUGCO aircraft. had been concerned at the time became aware of the incident, because thought it gave an appearance of impropriety by the NRC staff. advised that had no further knowledge of NRC staff using licensees' aircraft for travel.

NRC, was interviewed by OIA (Attachment 16). advised that the use of licensee aircraft by NRC was "common." According to the Office of the General Counsel (OGC), NRC, had ruled on the use of licensee aircraft and opined that it was permissible as long as the licensee was reimbursed. told OIA that for the NRC to reimburse the licensee for travel, the Region involved would have to submit a Purchase Order to the Financial Operations Branch.

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A review by OIA of all Purchase Orders submitted by Region IV, NRC, to the Financial Operations Branch, for the period 1982 through 1985, identified an NRC Order Number TX-84-215, dated April 9, 1984, reimbursing TUGCO in the amount of \$282.75 for air and ground transportation between the DFW Airport and COMANCHE PEAK and return for (Attachment 17). The amount paid TUGCO was based on the cost of commercial air travel between DFW and Waco, TX, at a cost of \$92.00 per person, round trip, for three people. TUGCO was also reimbursed for surface travel between Granbury, TX, and COMANCHE PEAK at a cost of \$6.75 (.22¢ a mile - 30 miles round trip).

Region IV, was interviewed by OIA (Attachment 18) regarding the use of licensee owned aircraft by Region IV employees. advised was unaware of the travel by stated knew of only two occasions during which Region IV employees used licensee aircraft. The first involved Region IV using an Arkansas Power and Light Company helicopter to survey plant transmission lines. The second was during 1985 and 1986 when Region IV employees used the Houston Power and Light Company (HP&L) shuttle service between Houston and the South Texas Project. told OIA that the Region IV employees' use of the shuttle was not an authorized procurement, and the employees were not paying for the service. After discovery of the situation by regional management, the utility was reimbursed for the flights. (Attachment 19)

At the request of OIA, reviewed all Region IV purchase orders for the period 1982 through 1987. This review identified the following instances of travel by Region IV employees on licensee aircraft in addition to the April 3, 1984, flight to COMANCHE PEAK.

- On November 18, 1982, Region IV reimbursed Nebraska Public Power Company for air transportation provided the and one other Region IV employee between Omaha and Columbus, NE. Cost to the NRC was \$500.00. (Attachment 20)
- On May 22, 1985, Region IV reimbursed Arkansas Power and Light Company for NRC's use of the licensee's helicopter to survey plant transmission lines. The cost to the NRC was \$700.00. (Attachment 21)
- On June 1, 1987, Region IV reimbursed HP&L for seven helicopter flights occurring between Houston, TX, and the South Texas Project between March 1985 and August 1986. Cost to the NRC was \$350.00. (Attachment 22)

Region IV, by memorandum dated April 21, 1987, (Attachment 23) informed Region IV management that had utilized the HP&L shuttle service on four occasions to give testimony during Atomic Safety and Licensing Board hearings. said that a licensee employee had recommended use the service to conserve time and told that they would bill the NRC for the cost of service (\$50.00 per round trip). stated that all the travel occurred in the performance of official NRC duties.

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Region IV, by memorandum dated April 23, 1987, (Attachment 24) advised Region IV management that had utilized the HP&L shuttle service between Houston, TX, and the South Texas Project to conduct an inspection in response to an allegation. further advised that a representative of the Peoples Republic of China attached to the NRC Office of Inspection and Enforcement as part of an international agreement, had also used the licensee's aircraft.

Region IV, was interviewed by OIA (Attachment 25) and stated recalled the April 3, 1984, trip from the DFW Airport to Granbury, TX. The purpose of the trip was to attend a meeting with TUGCO management concerning a matter involving TUGCO quality assurance employees. When questioned by OIA as to who in the NRC arranged for the use of the TUGCO aircraft, informed OIA that was not involved in making those arrangements. stated that

arranged for to travel on the aircraft. said that when received notice that the meeting was to be held, was at WATERFORD on NRC business. was told of the impending meeting and informed the NRC staff would be traveling on the TUGCO aircraft. said that upon their arrival in Granbury, TX, a TUGCO vehicle picked them up and transported them to COMANCHE PEAK and later returned them to the air field. stated was unaware of any time constraints that required use of the TUGCO aircraft, and General Services Administration vehicles were available for the NRC employees to travel to the plant. After returned to Region IV, arranged for the necessary paperwork to reimburse TUGCO for the cost of travel.

An OIA review of Travel Voucher 4N909, submitted by on June 1, 1984, (Attachment 26) disclosed that departed from DFW on April 1, 1984, to Bethesda, MD. departed Bethesda, MD, on April 2, 1984, and traveled to New Orleans, LA, on NRC business. On April 3, 1984, arrived at DFW at 10:10 a.m. and departed via "charter plane" for Granbury, TX. arrived at 11:30 a.m. left Granbury the same day and arrived at DFW at 4:40 p.m. The Request and Authorization for Official Travel attached to the Travel Voucher, reflected that amended request to include official business in New Orleans.

Travel Voucher No. 4R035, submitted by on May 11, 1984, (Attachment 27) reflected that traveled from DFW on April 3, 1984, to Granbury, TX, via "chartered aircraft" and returned to DFW the same day. The attached Request and Authorization for Official Travel reflected the estimated cost of travel as \$285.00 to cover the cost of air and ground travel from DFW to COMANCHE PEAK on April 3, 1984, for

The travel authorization was requested by and approved by Inexplicably, claimed \$6.14 for travel via privately owned vehicle (POV) between Granbury, TX, and COMANCHE PEAK. TUGCO had already been reimbursed \$6.75 for the ground transportation on Purchase Order TX-84-215. (Attachment 17)

was reinterviewed by OIA (Attachment 28) and was requested to

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review the travel documentation submitted by [redacted] advised that based on the documentation reviewed, the cost of reimbursing TUGCO for use of the aircraft was an authorized procurement.

[redacted] Office of Nuclear Reactor Regulation (NRR), NRC), was interviewed by OIA (Attachment 29) and acknowledged that in 1984, [redacted] traveled on an aircraft operated by TUGCO from DFW Airport to Granbury, TX. Upon arrival at Granbury, TX, a TUGCO vehicle picked them up and transported them to COMANCHE PEAK.

[redacted] told OIA that during this period NRC had received a number of allegations from utility employees at COMANCHE PEAK. [redacted] had been involved in a number of conversations with alлегers, and had convinced the alлегers to meet with a senior manager from TUGCO. In addition, because of the number of employee concerns received, NRR had scheduled a major unannounced inspection of the facility.

[redacted] advised that [redacted] had contacted [redacted] TUGCO, and asked to meet with the NRC staff at the plant site. [redacted] recalled that [redacted] had wanted all the participants to arrive on site together. This posed a considerable logistical problem. Although [redacted] was not certain, [redacted] opined that possibly [redacted] suggested that they travel together to the site on the utility's corporate aircraft. [redacted] stated, although [redacted] was not certain that [redacted] had volunteered the use of the utility's aircraft, [redacted] was sure that no one on the NRC staff had asked [redacted] for use of the aircraft. [redacted] contacted [redacted] at WATERFORD, informed [redacted] of the impending meeting at COMANCHE PEAK, and asked that [redacted] accompany the staff on the trip. [redacted] recalled that at sometime during the trip, [redacted] questioned [redacted] concerning the propriety of using the TUGCO aircraft. [redacted] told [redacted] there was no problem, that Region IV would reimburse TUGCO for the cost of travel.

[redacted] was reinterviewed by OIA (Attachment 30) and related that [redacted] was not involved in arranging for the use of the TUGCO aircraft. [redacted] opined that possibly [redacted] suggested they travel together on the aircraft. [redacted] could not recall the purpose of the trip to COMANCHE PEAK; however, the NRC staff and [redacted] met with a group of alлегers on site, and the staff and [redacted] discussed the employees' concerns.

[redacted] related that upon their arrival at DFW, [redacted] in the main terminal, and [redacted] drove them to the Butler Aviation Terminal (commuter terminal) where they boarded the TUGCO aircraft. They landed on a dirt strip in the vicinity of the plant where they were met by a TUGCO Vice President who drove them to the plant in his personal vehicle. [redacted] stated that while on board the aircraft, both [redacted] asked [redacted] about the appropriateness of traveling on the utility aircraft. [redacted] told them that Region IV would reimburse the utility for the cost of the travel.

[redacted] TUGCO, was interviewed by OIA (Attachment 31) and stated [redacted] recollection of the matter was that on April 2, 1984, [redacted] secretary received a telephone call from [redacted] told the secretary that [redacted] were traveling to COMANCHE PEAK on [redacted]

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April 3, 1984, and wanted to meet with [redacted] on site. [redacted] explained that at the time of this call [redacted] was out of the office on travel and [redacted] secretary later contacted [redacted] in east Texas and informed [redacted] of [redacted] call. [redacted] stated [redacted] later contacted [redacted] and confirmed that [redacted] would be available for the meeting the following day.

[redacted] said that [redacted] later received a call from [redacted], who asked [redacted] if [redacted] would be flying to COMANCHE PEAK. [redacted] stated [redacted] told [redacted] [redacted] intended to fly to the plant, and [redacted] asked if [redacted] could accompany [redacted] on the TUGCO aircraft. [redacted] said that the driving time from Dallas, TX, to the plant is approximately two hours and normally [redacted] flies to the site. [redacted] explained that TUGCO operates a Beechcraft King Air aircraft which has the capability of landing on small landing strips.

[redacted] emphasized that [redacted] did not ask [redacted] to operate the aircraft solely for the purpose of providing transportation for the NRC employees. [redacted] only asked if the NRC employees could accompany [redacted] on the aircraft. [redacted] said that the following day [redacted] met with [redacted] at the DFW airport, and they departed via the TUGCO aircraft to COMANCHE PEAK. They landed at a site approximately twenty miles from the plant, were picked up in an unmarked utility vehicle, and driven to the plant. [redacted] advised that while on site they spoke with plant employees. The group returned to DFW that afternoon via the TUGCO airplane.

[redacted] OGC, NRC, was interviewed by OIA regarding the propriety of NRC employees utilizing utility aircraft for travel (Attachment 32). [redacted] said that 10 CFR 0.735-42 is the applicable regulation. This regulation precludes the use of free transportation by NRC employees. [redacted] opined that if the NRC reimbursed the utility for the cost of travel there was no violation. [redacted] told OIA that if the use of a licensee aircraft became routine or occurred on a regular basis as in the case of a utility operating a "commuter" flight, then OGC would want to take "another look" at the issue. [redacted] advised [redacted] was unaware of any frequent use of utility aircraft by NRC employees and that [redacted] office received one or two calls annually regarding this issue.

[redacted] further advised that the NRC practice of reimbursing a utility for the cost of air travel on the basis of what it would cost the government for commercial air travel to transport the employee to the same destination was erroneous. [redacted] office had received an opinion from the Office of Government Ethics that the cost should be prorated based on the cost incurred by the utility to operate the aircraft. [redacted] advised that to [redacted] knowledge there is no written guidance and this opinion had been provided verbally.

Office of Administration and Resources Management, NRC, was interviewed by OIA (Attachment 33) and related that normally the utility would submit a bill to the Regional office for any transportation provided to NRC employee(s). The Regional office in turn would initiate a Purchase Order for payment to the utility. In the event a bill was not received from the utility by the NRC, the Regional office would compute the cost of travel based on the approximate cost of commercial air travel to the site or to the nearest location.

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### CONCLUSIONS

OIA's inquiry did not substantiate the original allegation concerning using a licensee's aircraft to travel between New Orleans, LA, and WATERFORD. However, OIA learned that in April 1986, [redacted] accompanied [redacted] in a TUGCO owned airplane from DFW Airport to the vicinity of Granbury, TX. Upon landing in Granbury, TX, [redacted] traveled with [redacted] to COMANCHE PEAK in ground transportation provided by TUGCO. The return trip to DFW Airport was completed in the same manner. The purpose of the NRC visit to COMANCHE PEAK was to talk to a group of TUGCO employees who were thought to have concerns pertaining to COMANCHE PEAK.

OIA's inquiry substantiated that NRC reimbursed TUGCO for the cost of the air and ground transportation between DFW Airport and COMANCHE PEAK. Consequently, there was no violation of the proscription in 10 CFR 0.735.42 concerning the use of free transportation by NRC employees. However, OIA believes that, in light of the purpose of the trip to COMANCHE PEAK, i.e. to talk to utility employees about concerns they may have pertaining to COMANCHE PEAK, the travel arrangements used by the NRC officials may have created the appearance of a loss of complete independence and impartiality on the part of NRC. OIA believes the Executive Director for Operations, in conjunction with the Office of the General Counsel, should issue guidance to the NRC staff concerning when the use of transportation provided by licensees is appropriate.

During its inquiry, OIA noted that NRC reimbursed TUGCO for the cost of the air and surface transportation between DFW Airport and COMANCHE PEAK. It appeared, however, that NRC incorrectly calculated the cost to the government for the round trip. NRC reimbursement to TUGCO was based on the cost for commercial air transportation for the same round trip. Instead, NRC should have reimbursed TUGCO an amount calculated by pro-rating the actual cost of the trip to TUGCO among all passengers in the airplane.

  
Lyle B. Smith, Investigator  
Office of Inspector and Auditor

Attachments:  
See next page

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ATTACHMENTS

1. Memorandum from MULLEY to CONNELLY, dated June 24, 1987
2. Report of Interview of Confidential Source, dated June 25, 1987
3. 10 CFR 0.735.42(c), dated January 1, 1986
4. Report of Interview of , dated June 25, 1987
5. Report of Interview of FAA, dated June 25, 1987
6. Report of Interview of , dated July 17, 1987
7. Report of Interview of , dated July 30, 1987
8. Report of Interview of , dated July 30, 1987
9. Report of Interview of , dated June 23, 1987
10. Report of Interview of , dated June 29, 1987
11. Report of Interview of Saint Charles Parish Sheriff's Office, dated June 30, 1987
12. Report of Interview of , dated July 30, 1987
13. Report of Interview of , dated July 14, 1988
14. Report of Interview of , dated July 30, 1987
15. Report of Interview of , dated July 1, 1987
16. Report of Interview of , dated June 30, 1987
17. Purchase Order TX-84-215, dated April 9, 1984
18. Report of Interview of , dated July 14, 1987
19. Memorandum from for , dated May 14, 1987
20. Purchase Order TX-83-028, dated November 18, 1982
21. Purchase Order TX-85-286, dated May 22, 1985
22. NRC Form 34, dated May 5, 1987
23. Memorandum from to , dated April 21, 1987
24. Memorandum from for , dated April 23, 1987
25. Report of Interview of , dated May 6, 1988
26. Travel Voucher, Authorization No. 4N909, dated June 1, 1984
27. Travel Voucher, Authorization No. 4R035, dated May 11, 1984
28. Report of Interview of , dated July 1, 1988
29. Report of Interview of , dated July 11, 1988
30. Report of Interview of , dated July 13, 1988
31. Report of Interview of , dated December 1, 1988
32. Report of Interview of , dated July 10, 1987
33. Report of Interview of , dated December 2, 1988

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

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7-  
Frank  
Muller  
George

JUN 24 1987

MEMORANDUM FOR: Sharon R. Connelly, Director  
Office of Inspector and Auditor

FROM: George A. Mulley, Jr., Assistant Director  
for Investigations  
Office of Inspector and Auditor

SUBJECT: ALLEGED IMPROPRIETY BY NRC OFFICIAL

On June 2, 1987, while talking to an NRC employee on an unrelated matter, the employee told me that he was surprised over recent remarks by with respect to the actions of The employee insinuated that should be careful about throwing stones if lives in a glass house. The employee then alluded to an incident during which reportedly accepted a ride on a corporate airplane during an official NRC trip. The employee stated that there certainly was an appearance of impropriety in accepting the ride. The employee provided no additional detail.

On June 5, 1987, I contacted the NRC employee and asked for additional details. The employee stated heard "through the grapevine" from several employees that several years ago during the NRC inspections/investigations at the Waterford Nuclear Power Plant, had accepted a ride in a Louisiana Power and Light plane from New Orleans, Louisiana to the Waterford site. Apparently, the questioned the appropriateness of this action. The NRC employee could provide no further information concerning the plane ride and had no knowledge of the circumstances surrounding either the offer or acceptance of the ride by

The NRC employee emphasized that did not want name released in any context in connection with this allegation.

*George A. Mulley, Jr.*  
George A. Mulley, Jr., Assistant Director  
for Investigations  
Office of Inspector and Auditor

ATTACHMENT 1

47-240-31

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U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

June 25, 1987

Report of Interview

Confidential Source was contacted by telephone regarding an allegation that \_\_\_\_\_, U.S. Nuclear Regulatory Commission (NRC), may have traveled from New Orleans, LA, to the WATERFORD NUCLEAR POWER PLANT (WATERFORD) on an aircraft owned by the licensee which operates WATERFORD. \_\_\_\_\_ allegedly was in New Orleans in connection with an \_\_\_\_\_ of matters related to WATERFORD, at a time when things at WATERFORD "were heating up." An \_\_\_\_\_ assigned to the \_\_\_\_\_ who was apparently with \_\_\_\_\_ in New Orleans was reportedly uncomfortable with HAYES accepting transportation from the licensee (Louisiana Power and Light [LP&L]). CS related essentially the following information:

\_\_\_\_\_ thought it was ironic when CS learned that \_\_\_\_\_, in general, about \_\_\_\_\_, because CS had heard that \_\_\_\_\_ accepted transportation from a licensee. More specifically, CS heard (CS could not recall from whom) that \_\_\_\_\_ traveled from New Orleans to WATERFORD on an aircraft owned by LP&L. An \_\_\_\_\_ in New Orleans on that occasion was reportedly uncomfortable with \_\_\_\_\_ accepting transportation from the licensee.

CS did not want to characterize this information as an allegation but rather as an "off-the-cuff" remark which he/she made to the Assistant Director for Investigations (AD/I), Office of Inspector and Auditor (OIA). CS is not certain that the situation described above occurred in New Orleans or that LP&L was involved. The situation may have occurred in a different geographical location and it may have involved another licensee. CS will contact the AD/I, OIA, if additional information is recalled.

June 9, 1987

Bethesda, MD

187-31

Mark Resner *MR*

June 25, 1987

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ATTACHMENT 2

employee's office or division and with the counselor or deputy counselor. Employees of boards, panels, and offices reporting directly to the Commission must receive the written authorization of the head of their office before engaging in activities covered by paragraphs (a)(2) and (b) of this section. The head of the employee's office before making his decision shall consult with the counselor or deputy counselor.

(g) Bona fide reimbursements for expenses of travel and such other necessary subsistence may be accepted if (1) it is not prohibited by paragraph (a) of this section, (2) if reimbursement from the government is not received, and (3) it is not proscribed by Decision B-128527 of the Comptroller General dated March 7, 1967, or otherwise prohibited by law. Questions concerning application of the Comptroller General's decision should be referred to the counselor. However, this paragraph does not allow an employee to be reimbursed, or payment to be made on his behalf, for excessive personal living expenses, gifts, entertainment, or other personal benefits.

(h) An employee is not precluded by this section or § 0.735-42 from:

(1) Participation in the affairs of or acceptance of an award for a meritorious public contribution or achievement given by a charitable, religious, professional, social, fraternal, nonprofit educational, recreational, public service, or civic organization.

(31 FR 4502, Mar. 17, 1966, as amended at 32 FR 13662, Sept. 29, 1967; 33 FR 11386, Aug. 10, 1968; 40 FR 9776, Mar. 3, 1975; 40 FR 90764, Oct. 31, 1975; 42 FR 38893, Aug. 1, 1977; 46 FR 51717, Oct. 22, 1981)

#### § 0.735-41 Misuse of information.

For the purpose of furthering a private interest, an employee shall not, except as provided in § 0.735-40(d), directly or indirectly use, or allow the use of, official information obtained through or in connection with his Government employment which has not been made available to the general public. See also section 88a of the Atomic Energy Act of 1954, 42 U.S.C., section 2088(a), "Public and acquired lands," which provides as follows:

a. No individual, corporation, partnership, or association, which had any part, directly or indirectly, in the development of the atomic energy program, may benefit by any location, entry, or settlement upon the public domain made after such individual, corporation, partnership, or association took part in such project, if such individual, corporation, partnership, or association, by reason of having had such part in the development of the atomic energy program, acquired confidential official information as to the existence of deposits of uranium, thorium, or other materials in the specific lands upon which such location, entry, or settlement is made, and subsequent to August 30, 1954, made such location, entry, or settlement, or caused the same to be made for his or its, or their benefit.

#### § 0.735-42 Gifts, entertainment, and favors.

(a) Except as provided in paragraph (b) or (c) of this section, an employee should not solicit or accept, directly or indirectly, any gift, gratuity, favor, entertainment, loan, or any other thing of monetary value, from a person who:

(1) Has, or is seeking to obtain, contractual or other business or financial relations with NRC;

(2) Conducts operations or activities that are regulated by NRC or is an applicant for a license from NRC; or

(3) Has interests that may be substantially affected by the performance or nonperformance of his official duty.

(b) The following exceptions are authorized as being necessary and appropriate in view of the nature of the NRC's work and the duties and responsibilities of its employees:

(1) When the circumstances make it clear that it is obvious family or personal relationships (such as those between the parents, children, or spouse of the employee and the employee) rather than the business of the persons concerned (which are the motivating factors);

(2) Acceptance of food and refreshments of nominal value on infrequent occasions in the ordinary course of a luncheon or dinner meeting or other meeting or on an inspection tour where an employee may properly be in attendance;

(3) Acceptance of loans from banks or other financial institutions on customary terms to finance proper and

usual activities of employees, such as home mortgage loans.

(4) Acceptance of unsolicited advertising or promotional material, such as pens, pencils, note pads, calendars and other items of nominal intrinsic value; and

(5) Acceptance of transportation not inconsistent with the provisions of paragraph (c) of this section.

(c) No employee shall accept free transportation in motor vehicles, aircraft, or other means, for official or unofficial purposes from NRC contractors, prospective contractors, licensees or prospective licensees, or representatives of any of them when such transportation might reasonably be interpreted as seeking to influence the impartiality of the employee or the agency.

(d) An employee shall not solicit a contribution from another employee for a gift to an official superior, make a donation to an official superior, or accept a gift from an employee receiving less pay than himself (5 U.S.C. 7351), nor shall an employee directly or indirectly solicit from, accept from, offer to, or grant to an official superior or subordinate employee a loan of more than a nominal amount. However, this paragraph does not prohibit: (1) A voluntary gift of nominal value or donation in a nominal amount made on a special occasion such as marriage, illness, or retirement, or (2) a loan as described above of more than a nominal amount where a special personal or business relationship is involved, with prior approval of the higher-ranking employee's supervisor, after consultation with the counselor for NRC, or a deputy counselor, as provided in § 0.735-3(h). A copy of such approval shall be filed as provided for in § 0.735-28(e)(11).

(e) An employee shall not accept a gift, present, decoration, or other thing from a foreign government unless authorized by Congress as provided by the Constitution and in Pub. L. 95-105, 91 Stat. 862.

(31 FR 4502, Mar. 17, 1966, as amended at 32 FR 13663, Sept. 29, 1967; 38 FR 1271, Jan. 11, 1973; 43 FR 1929, Jan. 13, 1978; 50 FR 25088, June 21, 1985)

#### § 0.735-43 Use of Government property.

An employee shall not directly or indirectly use, or allow the use of, Government property of any kind, including property leased to the Government, for other than officially approved activities. An employee has a positive duty to protect and conserve Government property, including equipment, supplies, and other property entrusted or issued to him.

#### § 0.735-44 Scandalous conduct.

No employee shall engage in criminal, infamous, dishonest, immoral, or notoriously disgraceful conduct or other conduct prejudicial to the Government.

#### § 0.735-45 Employee indebtedness.

Except as provided in § 0.735-42(d), the NRC considers the credit affairs of its employees essentially their own concern. However, employees are expected to conduct their credit affairs in a manner which does not reflect adversely on the Government as their employer. The NRC will not be placed in the position of acting as a collection agency for private debts or of determining the validity or amount of contested debts to private concerns. An employee is expected to pay each just financial obligation in a proper and timely manner, especially one imposed by law such as Federal, State, or local taxes. Failure on the part of an employee without good reason to honor just financial obligations or to make or adhere to satisfactory arrangements for settlement may be cause for disciplinary action. For the purpose of this section, a "just financial obligation" means one acknowledged by the employee or reduced to judgment by a court, and "in a proper and timely manner" means in a manner which NRC determines does not, under the circumstances, reflect adversely on the Government as the individual's employer.

(46 FR 51717, Oct. 22, 1981)

#### § 0.735-46 Gambling, betting, and lotteries.

An employee shall not participate, while Government-owned or -leased

# OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

June 25, 1987

## Report of Interview

Middle South Services, Inc., was contacted by telephone to ascertain what records employer maintained for flights of corporate aircraft from New Orleans, LA to WATERFORD NUCLEAR POWER PLANT (WATERFORD). provided essentially the following information:

Records of some type are maintained to account for flights of corporate aircraft from New Orleans. However, the normal mode of transportation between New Orleans and the WATERFORD site is vehicle. The trip by vehicle is approximately forty minutes, and it would not be economical or practical to use a corporate aircraft for that particular trip. will pursue researching any such records if the Office of Inspector and Auditor believes it is necessary.

June 9, 1987

Bethesda, MD

187-31

Mark E. Resner

June 25, 1987

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ATTACHMENT 4

# OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

June 25, 1987

DATE OF INTERVIEW

## Report of Interview

The Federal Aviation Administration (FAA) New Orleans, LA, was contacted by telephone (504-466-9746) to ascertain if the FAA maintains any flight manifest/passenger lists for flights of corporate aircraft which departed New Orleans during the 1982-1987 time frame. An individual in the FAA's Local Coordinator's Office related essentially the following information:

There are approximately 300,000 flights a year departing New Orleans, and it would be too cumbersome to maintain a repository of such records pertaining to those flights. Therefore, the FAA only maintains records for that type of information for a period of ninety days following the flight.

June 9, 1987

Bethesda, MD

187-31

Mark E. Resner

June 25, 1987

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ATTACHMENT 5



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U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 17, 1987

Date of Report: \_\_\_\_\_

Report of Interview

Region II, U.S. Nuclear Regulatory Commission (NRC), Atlanta, GA, was interviewed by OIA on July 17, 1987, regarding purported travel to the WATERFORD NUCLEAR POWER PLANT with \_\_\_\_\_, NRC. The interview revealed essentially the following.

\_\_\_\_\_ advised that during the period 1983 through 1985, \_\_\_\_\_ had conducted an extensive investigation at the WATERFORD plant and that \_\_\_\_\_, a

\_\_\_\_\_ said that during 1985, \_\_\_\_\_ accompanied \_\_\_\_\_ on a trip to WATERFORD and that they had traveled to the plant via rental vehicle.

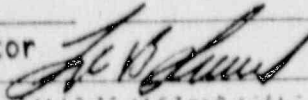
\_\_\_\_\_ advised that \_\_\_\_\_ personally had never traveled on a licensee aircraft and that to \_\_\_\_\_ knowledge \_\_\_\_\_ has never traveled on any licensee aircraft. \_\_\_\_\_ concluded the interview by saying that while assigned to the \_\_\_\_\_ has not heard any "talk" among their \_\_\_\_\_ employees concerning having traveled on a licensee aircraft.

July 17, 1987

Region II

187-31

Lyle B. Smith, Investigator



July 17, 1987

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ATTACHMENT 6

# OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 30, 1987

## Report of Interview

U.S. Nuclear Regulatory Commission (NRC), Bethesda, MD was interviewed by OIA on July 30, 1987, regarding purported travel with NRC from New Orleans, LA to the WATERFORD NUCLEAR POWER PLANT (WATERFORD). related essentially the following.

advised that during March 1985, and met in Kenner, LA a suburb of New Orleans, LA adjacent to the New Orleans airport. They remained in the area for a week during which they made a number of trips to the WATERFORD site using two rental vehicles obtained from an airport rental agency. recalled that at the time had remained in the New Orleans area while the rest of the team traveled to WATERFORD. Sometime later, arrived at WATERFORD staying only a short time and returned to Kenner, LA. According to none of the personnel has used air transportation during the week as there were no aircraft landing facilities in the immediate area of the WATERFORD plant.

July 30, 1987

Bethesda, MD

167-31

Lyle B. Smith, Investigator

July 30, 1987

*Lyle B. Smith*

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ATTACHMENT 7

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U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 30, 1987

Report of Interview

DATE OF TRANSCRIPTION \_\_\_\_\_

Region II, U.S. Nuclear Regulatory Commission (NRC), Atlanta, GA was interviewed by OIA on July 30, 1987, and related essentially the following.

advised that to knowledge none of the assigned to had ever traveled on a licensee owned aircraft, and that is certain would have been apprised of the fact if this occurred.

stated that had no knowledge of having accepted free air transportation on a licensee corporate aircraft.

July 30, 1987	Bethesda, MD	187-31
Lyle B. Smith, Investigator	<i>[Signature]</i>	July 30, 1987

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U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

June 23, 1987

Date of transcription \_\_\_\_\_

Report of Interview

\_\_\_\_\_, U.S. Nuclear Regulatory Commission) was interviewed by OIA on June 23, 1987.

\_\_\_\_\_ after being apprised of the purpose of this interview related essentially the following.

\_\_\_\_\_ informed OIA that during the period \_\_\_\_\_ was a Power and Light Company's (P&L) WATERFORD NUCLEAR POWER PLANT. \_\_\_\_\_ that conducted an investigation at the Louisiana Region I, NRC, on March 5, 1985, arriving in New Orleans, LA the same date. \_\_\_\_\_ departed \_\_\_\_\_ joined the \_\_\_\_\_

\_\_\_\_\_ at the Best Western Motel located in Kenner, LA a suburb of New Orleans. On March 6, 1985, per instructions of \_\_\_\_\_ obtained a rental vehicle from an airport rental agency.

\_\_\_\_\_ advised that \_\_\_\_\_ remained in the New Orleans area, reviewing LP&L records and interviewing former employees while the \_\_\_\_\_ traveled to the WATERFORD plant. On March 11, 1985, \_\_\_\_\_ drove to Jackson, MS. \_\_\_\_\_ said that although \_\_\_\_\_ could not be certain, \_\_\_\_\_ left Jackson, MS and drove to WATERFORD where they stayed for one day and on March 12, 1985, returned to New Orleans with the entire team in two rental vehicles.

\_\_\_\_\_ concluded the interview by saying that \_\_\_\_\_ during their entire stay in the New Orleans and Waterford area, and that \_\_\_\_\_ could "guarantee" that \_\_\_\_\_ had not utilized any licensee aircraft during the entire period.

\_\_\_\_\_  
June 23, 1987      Bethesda, MD      187-31  
\_\_\_\_\_  
Clyde B. Smith, Investigator      June 23, 1987

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ATTACHMENT 3

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U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

June 29, 1987

Report of Interview

, U.S. Nuclear Regulatory Commission (NRC) NRC), was related  
interview by OIA on June 29, 1987, regarding this allegation. related  
essentially the following.

After being apprised of the purpose of this interview, advised that  
August 11, 1986, the date the final Report of Investigation was signed out.  
WATERFORD from April 1984 until

Upon arrival at WATERFORD during April 1984, remained on site for  
approximately five weeks. The investigation was complex in nature and  
involved forty  
by the licensee, cheating on licensing examinations and altering of utility  
records. Following initial five weeks on site,  
and thereafter returned to WATERFORD every three months to continue the  
investigations.

stated that during initial time on site,  
arrived at the WATERFORD site. They remained at the plant for  
approximately three days and then departed. said that was unaware  
of the method of transportation utilized to drive to or depart from WATERFORD,  
however, has not heard any "talk" concerning using a licensee  
aircraft to travel to WATERFORD.

advised that the travel time from New Orleans, LA to WATERFORD is less  
than forty minutes and utilization of an aircraft for this duration would be  
inappropriate. further explained that there are no aircraft landing  
facilities at WATERFORD or Taft, LA, the municipality located closest to  
WATERFORD.

June 29, 1987

Bethesda, MD

187-31

Lyle B. Smith, Investigator

June 29, 1987

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ATTACHMENT 10

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U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

June 30, 1987

Date of Report

## Report of Interview

The Saint Charles Parrish Sheriff's Office was contacted by OIA to ascertain if aircraft landing facilities were available in the area of the WATERFORD NUCLEAR POWER PLANT (WATERFORD).

The Sheriff's office representative OIA spoke with advised that there are no landing fields in the area of the WATERFORD plant. The actual plant site has no landing field and the municipality of Taft, LA located closest to the plant does not have aircraft landing facilities.

June 30, 1987

Bethesda, MD

187-31

Clyde B. Smith, Investigator

June 30, 1987

*[Signature]*  
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ATTACHMENT 11

# OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 30, 1987

## Report of Interview

Nuclear Regulatory Commission (NRC), Bethesda, MD was interviewed by OIA on July 30, 1987, regarding purported travel with the WATERFORD NUCLEAR POWER PLANT (WATERFORD). the following.

told OIA that had traveled with Bethesda, MD to New Orleans, LA on two or three occasions. The purpose of the travel was to de-brief former Louisiana Power and Light Company employees and while in the New Orleans area they stayed in a motel in Kenner, LA.

advised that personally had never traveled to the WATERFORD plant. recalled that possibly on one occasion traveled to the plant. The usual mode of travel was via rental vehicle and to knowledge, had not utilized air travel between New Orleans and the WATERFORD plant.

July 30, 1987

Bethesda, MD

187-31

Lyle B. Smith, Investigator

July 30, 1987

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187-31

ATTACHMENT 12

# OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 14, 1988

## Report of Interview

, U.S. Nuclear Regulatory Commission (NRC) was interviewed by OIA on July 14, 1988 regarding this allegation. related essentially the following.

advised that during 1984 made a number of trips to New Orleans, LA as part of an office was heavily committed to a number of investigations involving the Louisiana Power and Light Company (LP&L) at the WATERFORD plant. explained that during

stated that while in the New Orleans area and the other stayed at a Best Western Motel located in Kenner, LA a suburb of New Orleans in close proximity to the New Orleans airport. According to the team personnel commuted from Kenner, LA to WATERFORD daily and the mode of transportation was by rental car.

advised that to knowledge no personnel, had ever used air transportation between Kenner, LA and WATERFORD. was aware of the incident in which the had traveled on a Texas Utilities Generating Company (TUGCO) aircraft from the Dallas/Ft. Worth airport to COMANCHE PEAK, however, did not know that NRC had accompanied on the flight.

July 14, 1988

Region IV

187-31

Lyle B. Smith, Investigator

July 14, 1988

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ATTACHMENT 13



# OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 30, 1987

## Report of Interview

, U.S. Nuclear Regulatory Commission (NRC), was interviewed by OIA on June 30, 1987, regarding this allegation. related essentially the following.

was advised of legal rights by OIA and subsequently executed the standard OIA criminal rights waiver.

told OIA that was aware of this OIA investigation that approximately three weeks ago had received a call from a employed by a consultant firm under contract to the Louisiana Power and Light Company (LP&L). asked if had ever flown on a LP&L corporate aircraft to which told that had not. told that did not want to have to go through a bunch of records which was reason for calling

said had made several trips to New Orleans, LA and to WATERFORD. denied ever utilizing a licensee aircraft for travel and that the mode of travel used was rental vehicle.

, although denying having used LP&L aircraft for travel between New Orleans, LA and the WATERFORD plant, informed OIA that on one occasion sometime during either 1984 or 1985, had flown on a corporate aircraft operated by Texas Utilities Generating Company (TUGCO) from Dallas, TX to COMANCHE PEAK and later returned to Dallas on the aircraft. said that in addition to

TUGCO were passengers on the aircraft. advised that had met at the airport and that to recollection had arranged for the use of the licensee aircraft. recalled that had questioned concerning the propriety of traveling on the licensee aircraft and that had told them it was not unusual that there was no problem and that the utility would voucher the region for the cost of travel. According to the aircraft landed at a dirt strip outside the plant possibly in the vicinity of Granbury, TX. A TUGCO Vice President had picked them up and transported them to the plant and later returned them to the landing strip. advised that the party had returned to Dallas on the aircraft.

said that to knowledge the regional office had reimbursed the utility for the cost of travel and that this was the only instance in which has traveled on any licensee aircraft.

July 30, 1987

Bethesda, MD

187-31

Lyle B. Smith, Investigator

July 30, 1987

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ATTACHMENT 14

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U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 1, 1987

Report of Interview

July 1, 1987, regarding travel with [redacted], was interviewed by OIA on U.S. Nuclear Regulatory Commission (NRC). [redacted] related essentially the following.

[redacted] advised that [redacted] was employed with [redacted] when [redacted] further advised that [redacted]

[redacted] said that [redacted] had traveled to the WATERFORD NUCLEAR POWER PLANT (WATERFORD) with [redacted] on two occasions. On both trips [redacted] met [redacted] in New Orleans, LA and they traveled to and returned to New Orleans from WATERFORD via rental vehicle.

[redacted] informed OIA that [redacted] was aware of the incident in which [redacted] had used a licensee aircraft for travel from Dallas/Ft. Worth (DFW) airport to Granbury, TX and return to DFW. According to [redacted] was "irritated" at the time [redacted] was required to travel to the COMANCHE PEAK site by vehicle. [redacted] was further concerned as [redacted] felt that by using a licensee aircraft the NRC staff was giving an appearance of impropriety.

[redacted] stated that this was the only instance [redacted] was aware of in which NRC employees had traveled on a licensee aircraft. [redacted] said that the HOUSTON LIGHTING AND POWER COMPANY, Houston, TX operated a helicopter shuttle service from Houston to the utility's SOUTH TEXAS PROJECT GENERATING STATION and anyone who buys a ticket can travel on the aircraft. [redacted] advised that to [redacted] knowledge no one had used the utility service for travel.

July 1, 1987

187-31

Lyle B. Smith, Investigator

July 1, 1987

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ATTACHMENT

# OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

June 30, 1987

## Report of Interview

U.S. Nuclear Regulatory Commission (NRC), was interviewed by OIA on June 30, 1987, regarding any payments to the Texas Utilities Generating Company (TUGCO) in reimbursement for air travel provided from the Dallas/Ft. Worth (DFW) airport to the COMANCHE PEAK NUCLEAR POWER PLANT and return to DFW. related essentially the following.

advised that use of licensee aircraft by NRC employees was "common" that the NRC Office of General Counsel (OGC) had ruled on the issue and had opined that it was permissible as long as the licensee was reimbursed for the cost of travel. said that in order for the NRC to reimburse a licensee for travel, the regional office would have to submit a purchase order to the NRC Financial Operations Branch.

provided OIA office files containing all purchase orders submitted by Region IV, NRC for the period 1982 through 1985. An OIA review of the purchase orders identified NRC Form 103C, dated April 9, 1984, reimbursing TUGCO in the amount of \$282.75 for air and ground travel between DFW and COMANCHE PEAK for The cost of air travel was computed on the projected cost of commercial air travel between DFW and Waco, TX. In addition, TUGCO was reimbursed for ground travel between the landing field and plant site (\$.22 a mile - 30 miles).

June 30, 1987

Bethesda, MD

187-31

Lyle B. Smith, Investigator

June 30, 1987

*Lyle B. Smith*  
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ATTACHMENT 16

POINT OF ISSUE: U.S. NUCLEAR REGULATORY COMMISSION  
Arlington, TX

AND PAPERS RELATING TO THIS ORDER

ORDER NUMBER  
TX-84-215

REQUISITION NUMBER

PURCHASE ORDER PER YOUR \_\_\_\_\_ OF \_\_\_\_\_

DATE  
April 9, 1984

DELIVERY ORDER UNDER CONTRACT NUMBER **04**

E&R NUMBER  
**34-21** Arch No. **42035** APR 19 1984

ALLOTMENT  
**0420200.944**

CONSIGNEE AND DESTINATION <sup>(Ship to)</sup>  
U.S. Nuclear Regulatory Commission TX-84-215  
Region IV  
611 Ryan Plaza Dr., Suite 1000  
Arlington, TX 76011

TO (Seller)  
Texas Utilities Electric Co.  
Attn: M.A. Spence, President TUSCO  
Skyway Tower,  
430 North Olive Street, Lock Box 81  
Dallas, TX 75201

DELIVERY F.O.B.  
Comanche Peak

TIME FOR DELIVERY  
April 3, 1984

GOVERNMENT B/L NUMBER  
0/0

DISCOUNT TERMS  
Net

Please furnish the following on the terms specified on both sides of this sheet and on the attached, if any, except that any such terms which might be inconsistent with the terms of any existing Federal contract or agreement under which this Order is placed will not apply.

Negotiated pursuant to the authority of 41 USC 252 (C) (3).

ITEM NO.	ARTICLES OR SERVICES	QTY.	UNIT	UNIT PRICE	AMOUNT
	Cost to cover air and ground travel from DFD to Comanche Peak on April 3, 1984 for				
	Airfare estimated on commercial flight from DFD to Mace, TX., at a rate of \$92.00 per person round trip for three (3) people. EST.....				\$276.00
	Ground transportation from Granddary, Tx., to Comanche Peak site. 30 miles round trip @ 22¢ per mile.....				6.75
	ESTIMATED TOTAL.....				\$282.75

THIS IS A DIRECT FEDERAL PROCUREMENT AND IS EXEMPT FROM FEDERAL, STATE AND LOCAL SALES AND USE TAXES.

SEE ADDITIONAL TERMS AND CONDITIONS ATTACHED.

*pd. 5/24/84 R1465*

PERSON TO CONTACT REGARDING THIS ORDER  
Susie Roberson, Purchasing Agent

(917) 860-3112

TOTAL Est. \$282.75

*to CD  
O'Brien*

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U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 14, 1987

Report of Interview

U.S. Nuclear Regulatory Commission (NRC) was interviewed by OIA on July 14, 1987, regarding the use of licensee aircraft by Region IV, NRC employees. related essentially the following.

advised was unaware of the travel by and to immediate recall the instances of Region IV employees having utilized licensee aircraft in which region inspectors had used an Arkansas Power and Light Company aircraft to survey plant transmission lines and in another instance Region IV employees had utilized the Houston Power and Light Company (HP&L) shuttle service between Houston, TX and the South Texas Project. told OIA that the use of the HP&L shuttle service had not been authorized and the employees were not paying for the service. As a result, this constituted an unauthorized procurement on the part of the employees involved. stated that went back and paid HP&L for all instances could find in which employees had used the HP&L shuttle.

As the request of OIA, conducted a review of all Region IV purchase orders for the period 1982 through 1987, to identify any additional instances of Region IV employees having utilized a licensee aircraft for travel.

On November 22, 1982, Region IV, NRC reimbursed the Nebraska Public Power Company for the cost of travel provided to the and one other Region IV employee between Omaha, NE and Columbus, NE. The cost to the NRC was \$500.

On May 22, 1985, Region IV reimbursed the Arkansas Power and Light Company for use of the utility's helicopter. The aircraft was used by Region inspectors to survey plant transmission lines. Cost to the NRC was \$700.

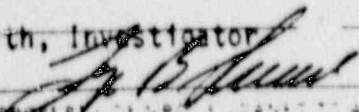
On June 3, 1987, Region IV reimbursed the Houston Power and Light Company for seven helicopter flights between Houston, TX and the utility's South Texas Project. The flights occurred between March 1985 and August 1986 at a cost of \$350 (\$50 per trip).

July 14, 1987

Arlington, TX

187-13

Lyfe B. Smith, Investigator



July 14, 1987

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ATTACHMENT 18



UNITED STATES  
NUCLEAR REGULATORY COMMISSION

REGION IV  
811 RYAN PLAZA DRIVE, SUITE 1000  
ARLINGTON, TEXAS 76011

MAY 14 1987

MEMORANDUM FOR:

Division of Reactor Safety and Projects

FROM:

Region IV

SUBJECT:

UNAUTHORIZED PROCUREMENT COMMITMENT  
(HELICOPTER SERVICES - HOUSTON LIGHTING AND POWER  
COMPANY - \$350.00)

This office has received an invoice to award a purchase order for services that have been accepted by you (copy attached). The provisions of the Federal Procurement Regulations as supplemented by NRC Manual 1101, Part I, state that no contract shall be entered into unless all applicable requirements of law, executive orders, and regulations have been met.

Failure to submit a requisition prior to the acceptance of the service results in the Government incurring a debt which has not been funded or authorized and constitutes an unauthorized commitment which requires ratification by an appointed Contracting Officer. Such unauthorized commitments are not only contrary to procurement regulations, they also represent unfair treatment of Vendors who act in good faith in response to requests for service that they presume to be proper and are then required to wait for many months for payment while ratification of the unauthorized commitment is obtained.

Failure to check with this office prior to purchase can, in some instances, result in the user being liable for payment if the item cannot be purchased under our procurement authority. Procedures must exist in each office to insure that requests for requirements are submitted in sufficient time prior to the date of requirement to preclude recurrence of this problem.

In order to determine the basis for ratification of this unauthorized commitment, please furnish a written statement of facts explaining why this commitment occurred and action instituted to prevent its recurrence.

Your cooperation in eliminating unauthorized commitments is appreciated.

STATEMENT OF FACTS:

SEE ATTACHED MEMO DATED  
APRIL 23 1987 FROM MYSELF  
TO

Signature: \_\_\_\_\_

6/1/87

Based on the above, ratification is () is not () approved for this unauthorized commitment.

Attachment:  
As stated

cc:

INVOICE

NRC - Attention Nancy Holbrook  
Vendor

611 Ryan Plaza Drive, Suite 1000

DATE: 4-29-87

Arlington 76011 VA  
TX STATE

Inv. No. 323

Purchase Order No.

NRC P.O. No. TX-87172

Sold to: **Houston Lighting & Power Company**

Terms: Net Due Upon Receipt

Quantity	Description	Amount
	To invoice for helicopter flights taken by NRC personnel.	
	Seven (7) flights covering the period of March 1985 - August 1986.	\$350.00
	Total Amount Due This Invoice	<u>\$350.00</u>
	Please Remit To: Houston Lighting & Power Company Project Accounting -- PIP P.O. Box 34458 Houston, Texas 77234	





UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
REGION IV  
811 RYAN PLAZA DRIVE, SUITE 1000  
ARLINGTON, TEXAS 76011

MAY 26 1987

MAY 14 1987

MEMORANDUM FOR:

FROM:

Region IV

SUBJECT:

UNAUTHORIZED PROCUREMENT COMMITMENT  
(HELICOPTER SERVICES - HOUSTON LIGHTING AND POWER  
COMPANY - \$350.00)

This office has received an invoice to award a purchase order for services that have been accepted by you (copy attached). The provisions of the Federal Procurement Regulations as supplemented by NRC Manual 1101, Part I, state that no contract shall be entered into unless all applicable requirements of law, executive orders, and regulations have been met.

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Your cooperation in eliminating unauthorized commitments is appreciated.

POINT OF ISSUE: U.S. NUCLEAR REGULATORY COMMISSION  
**Arlington, Texas**

THIS NUMBER MUST APPEAR ON ALL PACKAGES AND PAPERS RELATING TO THIS ORDER  
**TX-83-028**  
 REQUISITION NUMBER

PURCHASE ORDER PER YOUR \_\_\_\_\_ OF \_\_\_\_\_  
 DELIVERY ORDER UNDER CONTRACT NUMBER **OM** DATE **November 18, 1982**

ALLOTMENT **31X0200.902** B&R NUMBER **Auth. No. 30254 - 94-21 Auth. No. 30256 -**

TO (Seller) **Nebraska Public Power District  
 ATTN: Cecil Jones  
 P. O. 499  
 Columbus, Nebraska 68601** CONSIGNEE AND DESTINATION (Ship to) **U.S. Nuclear Regulatory Commission TX-83-028  
 Region IV  
 611 Ryan Plaza Dr., Ste. 1000  
 Arlington, Texas 76011** RE P.O. NUMBER

DELIVERY F.O.B. **Columbus, Nebraska** TIME FOR DELIVERY **88/19/82** GOVERNMENT B/L NUMBER **n/a** DISCOUNT TERMS **Net**

Please furnish the following on the terms specified on both sides of this sheet and on the attached, if any, except that any such terms which might be inconsistent with the terms of any existing Federal contract or agreement under which this Order is placed will not apply.

Negotiated pursuant to the authority of 41 USC 252 (C) (3).

ITEM NO.	ARTICLES OR SERVICES	QTY.	UNIT	UNIT PRICE	AMOUNT
	For reimbursement of Licensee for prorated share of transportation provided to _____, in Licensee aircraft from Omaha, Nebraska on November 19, 1982 to Columbus, Nebraska, estimated to be.....				\$500.00
	<u>THIS IS A CONFIRMING PURCHASE ORDER</u>				
	<u>THIS IS A DIRECT FEDERAL PROCUREMENT AND IS EXEMPT FROM FEDERAL, STATE AND LOCAL SALES AND USE TAXES.</u>				

PERSON TO CONTACT REGARDING THIS ORDER **Connie Latigo, Office Services Assistant (817) 860-8116** TOTAL **\$500.00**

ORDER

POINT OF ISSUE: U.S. NUCLEAR REGULATORY COMMISSION  
ARLINGTON, TEXAS



THIS NUMBER MUST APPEAR ON ALL PACKAGES AND PAPERS RELATING TO THIS ORDER

ORDER NUMBER  
TX-85-286

REQUISITION NUMBER  
DPW-85-327

DATE  
May 22, 1985

PURCHASE ORDER PER YOUR \_\_\_\_\_ OF \_\_\_\_\_

DELIVERY ORDER UNDER CONTRACT NUMBER 04

ALLOTMENT  
31X0200.945

B&R NUMBER  
94-21 AUTH#5N953

CONSIGNEE AND DESTINATION (Ship to)  
US Nuclear Regulatory Commission  
Region IV  
611 Ryan Plaza Drive, Suite 1000  
Arlington, TX 76011

RE P.O. NUMBER  
TX-85-286

TO (Seller)  
Arkansas Power & Light  
P.O. Box 551  
Little Rock, AR 72203

FOR BILLING ADDRESS SEE BELOW

DELIVERY F.O.B.  
SEE BELOW

TIME FOR DELIVERY  
SEE BELOW

GOVERNMENT B/L NUMBER  
N/A

DISCOUNT TERMS

Please furnish the following on the terms specified on both sides of this sheet and on the attached, if any, except that any such terms which might be inconsistent with the terms of any existing Federal contract or agreement under which this Order is placed will not apply.

Negotiated pursuant to the authority of 41 USC 252 (C) (3).

ITEM NO.	ARTICLES OR SERVICES	QTY.	UNIT	UNIT PRICE	AMOUNT
	Helicopter Service for an Aerial survey of the transmission line routes at ANO on 5/17/85 for 3.7 Hours.				
				EST. COST.....	\$700.00
<p>THIS IS A DIRECT FEDERAL PROCUREMENT AND IS EXEMPT FROM FEDERAL, STATE AND LOCAL SALES AND USE TAXES.</p> <p>SEE ADDITIONAL TERMS AND CONDITIONS ATTACHED.</p>					

PERSON TO CONTACT REGARDING THIS ORDER  
Janie Fuller, Purchasing Agent (817) 860-8112

TOTAL \$700.00

MAY 30 1985

ATTACHMENT 21

NRC FORM 34  
(5-84)  
NRCM 5201,  
PART IV

REQUISITION FOR SUPPLIES, EQUIPMENT, OR LABOR SERVICES Page \_\_\_\_\_ of \_\_\_\_\_

FOLLOW INSTRUCTIONS ON REVERSE OF FORM SET. Retain "Requester's Pending Copy" for record until a copy is returned.  
SUBMIT THE FORM SET TO: Property and Supply Branch, FOS

B. PROCESSING OFFICES

A. REQUISITIONING ORGANIZATION

1. PERSON TO CONTACT: Wm. H. Foster  
2. PHONE NO.  
3. DATE OF REQ: 5/5/87

1. REQUISITION NUMBER: **AEW-87-323**

2. FUNCTIONAL CODE

4. DELIVER TO (HQ - Building and Room Number, and ORGANIZATION - Office/Division/Branch):  
  
NRC

3. PROCUREMENT APPROVED (Signature): *Dee Meyer* 6/1/87  
Dee Meyer, Chief, RMB

4. REQUISITIONING OFFICER (Signature):  
  
TITLE:

5. APPROVALS (Items identified under groups 2 through 4 on the reverse of this form must be approved by the Property Custodian and the Office/Division Director or Designee.)

5 ACTION	SIGNATURE	DATE
a. POSTED		
b. P O ENTRY		
c. FILLED		
d. DELIVERED		
e. COMPLETED		

I certify that personal property assets within the Office/Division have been carefully screened for excess, are currently fully utilized, and the additional requested items are absolutely essential to work performance and will be used only for essential, official purposes.

a. PROPERTY CUSTODIAN (Signature):  
  
b. OFFICE/DIVISION DIRECTOR OR DESIGNEE (Signature):

PURCHASE ACTION (Leave blank)

6. SHIP TO (Consignee and Destination. Complete mailing address.)

*TX-47-172*

6. REQUESTED ITEMS (Please Type or Print and Double Space Between Items)

a. ITEM OR STOCK NUMBER	b. DESCRIPTION (INCLUDE JUSTIFICATION for items identified under Groups 2 - 5)	c. QUANTITY	d. UNIT	LEAVE COLUMN BLANK
	Payment of helicopter services between Houston and South Texas Project provided to NRC personnel by Houston Lighting and Power Company during the period March 1985 - August 1986.  7 flights @ \$50.00 ea. = \$350.00  Justification: This was an unauthorized procurement.			

The material and/or services itemized above have been received in the quantity and quality specified, except as otherwise noted.

7. RECIPIENT (Signature)



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
REGION IV  
611 RYAN PLAZA DRIVE, SUITE 1000  
ARLINGTON, TEXAS 76012

April 21, 1987

TO:

THRU:

FROM:

SUBJECT: Helicopter Transportation

During the spring of 1985, after our assignment to the site, I was asked to go to the HL&P offices in Houston to review the company deficiency program in order to give testimony during the Phase 2 (ASLB) hearings. It was recommended by [redacted] of the utility that I should use the helicopter shuttle if there was space available in order to conserve time, being that it was of the essence. It was told to me that the NRC would be billed from the flight log at \$50.00 per round trip and the utility had a method of billing this as miscellaneous expenses. This arrangement was discussed with and approved by [redacted] and I believe [redacted] was consulted on the matter. I have made four round trips (leaving 8:00a.m. returning 1:00p.m.) two of the trips concerned information needed in the hearings, one concerned C.A.T. bolting problems and one trip concerning an allegation in the piping design area. I believed at the time that this arrangement was satisfactory.



APR 23 1987

MEMORANDUM FOR:

FROM:

SUBJECT: VISIT BY

During the week of August 25-29, 1986, I was conducting an inspection in response to an allegation concerning the stress analysis for the containment liner penetrations at HL&P Engineering offices (5400 Westheimer, Houston). Concurrent with my inspection, a group from [redacted] was conducting an Engineering Assurance (EA) Audit at the same offices. A member of that HQ team was [redacted] who was attached to I&E on an international cooperation agreement. The team had intended to visit the site on Thursday of that week but decided not to do so due to their desire to maximize their time in the Engineering offices. As part of my inspection, it became necessary to go to the site for the purpose of witnessing NDE thickness measurements, of the penetration sleeves, conducted at our request. [redacted] assisted in this effort and was aware of this and every step in my inspection as I called [redacted] during that week to brief [redacted] on the progress of my inspection. During our phone conversation, [redacted] asked me to attend the EA exit meeting on August 29 and I did so (see attached Exit Meeting Attendance Sheet). I was offered transportation on the HL&P helicopter shuttle by [redacted]. It was my understanding at the time, based on conversations with [redacted] and previous conversations with [redacted], that such transportation had been arraigned before, after agreement with the Region, that HL&P would submit an invoice for each trip taken. It is also my understanding that this shuttle service had been utilized by NRC prior to my usage. I felt that utilizing the shuttle was appropriate in this case due to limited time available to conduct my inspection. [redacted] was hoping to visit the site but was not going to do so due to the EA's team decision not to visit the site. Through discussions with the [redacted] I became aware of this fact and offered to have [redacted] accompany me on my site visit. [redacted] was very grateful for my offer since [redacted] felt that [redacted] was not receiving full benefit from [redacted] trip if [redacted] did not visit the site.

RIV

4/23/87

ATTACHMENT 24

This memorandum is submitted to notify you of the facts concerning my usage of the HL&P shuttle.

Attachment:  
NRC EA Exit Meeting Attendance List

cc:



OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

May 6, 1988

Report of Interview

, U.S. Nuclear Regulatory Commission (NRC), was interviewed by OIA on May 6, 1988. related essentially the following.

was apprised by OIA of the nature of this interview, specifically the event of April 3, 1984, during which

, NRC, along with , traveled from the Dallas/Ft. Worth Airport to Granbury, TX and returned to the airport via a Texas Utilities Generating Company (TUGCO) corporate aircraft. While in the Granbury area, the NRC employees utilized TUGCO surface transportation from the landing field to the COMANCHE PEAK NUCLEAR POWER PLANT.

told OIA that did recall the particular trip that they had attended a meeting with TUGCO Quality Assurance Personnel.

said that was not involved in arranging for the use of the TUGCO aircraft, that NRR, had made the travel arrangements for use of the TUGCO aircraft. related that when first learned of the impending meeting with TUGCO was at the WATERFORD NUCLEAR POWER PLANT, Taft, LA on NRC business. received notification that the TUGCO meeting was to be held the following day and that and the would be flying from the Dallas/Ft. Worth Airport to Granbury, TX on the TUGCO aircraft. further related that upon the arrival in Granbury, they used a TUGCO vehicle to travel to the plant and later to return to the airfield.

informed OIA that General Services Administration (GSA) vehicles were available to the NRC for the travel to Granbury and could not recall any time constraints that necessitated the use of TUGCO aircraft.

said that upon return to the regional office arranged for the regional travel office to prepare a travel authorization and purchase order requesting reimbursement for the cost of travel. recalled that TUGCO had been reimbursed for the travel.

May 6, 1988

Arlington, TX

187-31

Lyle B. Smith, Investigator

May 6, 1988

THIS DOCUMENT IS PROPERTY OF NRC. IT IS LOANED TO ANOTHER AGENCY AND ITS CONTENTS ARE NOT TO BE DISTRIBUTED OUTSIDE THE RECEIVING AGENCY WITHOUT PERMISSION OF THE OFFICE OF INSPECTOR AND AUDITOR.

NRC Form 64  
(3-82)  
NRCM 1501  
Exception to SF 1012  
Approved by NARS 10-81

### TRAVEL VOUCHER (PART 1)

(See NRCM Appendix 1501 for instructions for completing this form)  
(Do not remove carbons)

U.S. NUCLEAR REGULATORY COMMISSION

AMENITIES: 00

NAME OF TRAVELER (IF TWO INITIALS AND Surname): [REDACTED]

CITY: Arlington STATE: TX ZIP CODE: 76011

OFFICIAL DUTY STATION: Old Ryan Plaza Drive, Suite 1000

DATE FOR TRAVEL AND OTHER EXPENSES: 4-3-84

DATE OF BILLING: 4-1-84

NRC TO BE BILLED

11. NUMBER OF BILLING ITEMS LISTED ON THIS PAGE	12. INSTRUCTIONS	13. APPROPRIATE TYPE CODE	14. IDENTIFICATION (TR No., Invoice No., etc.) (See instructions)	15. CARRIER OR RENTAL CAR (Name or Initials)		16. POINTS OF TRAVEL COVERED BY T/R OR PERIOD OF CAR RENTAL (MM, DD, YY)		17. MODE AND CLASS OF SERVICE	18. AMOUNT TO BE BILLED
				FROM	TO	FROM	TO		
19. NUMBER OF BILLING ITEMS LISTED ON THIS PAGE	If more space is required for additional billing items, use another NRC Form 64, and complete items 1 thru 5, and items 11 thru 20.								
20. TOTAL AMOUNT TO BE BILLED ON THIS PAGE									

21. AUTHORIZATION NO. 4N909 SOCIAL SECURITY NO. \_\_\_\_\_

22. FOR CHANGE OF DUTY STATION - INDIVIDUALS INCLUDED IN THIS CLAIM

Employee No. of Children Ages 12 to 20 and Parents \_\_\_\_\_

Employee and Spouse No. of Children Under 12 \_\_\_\_\_

Spouse

24. READ CAREFULLY (If voucher includes any of the following, mark the appropriate boxes):

Voucher includes Shared Cost (Explain in Part 2)

Consultant Travel Expenses Claimed

Abandonment of Travel (Explain in Part 2)

Comparative Cost Statement Included

Leave Taken in Conjunction with Trip (Explain in Part 2)

Local Travel

Additional Vouchers will be Submitted

Refund Due on Unused Ticket and/or Refund Slip (Explain in Part 2)

Remittance Attached in Amt. of \$ \_\_\_\_\_

House Hunting

25. TRAVEL ADVANCE (For Office of Resource Management Use)

Balance brought forward: \$ 100.00

Amount to be applied: \$ 100.00

Balance due: \$ 0

26. EXAMINER'S DEDUCTIONS (For Office of Resource Management Use)

Examined by: [Signature] Date: 7-6-84

27. ACTUAL TIME IN TRAVEL FOR PER DIEM CALCULATION

Days	Quarters (Mark one box for any fraction of a quarter)
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3

28. SCHEDULE NO. (For Office of Resource Management Use)

29. TOTAL AMOUNT CLAIMED: \$145.52

30. TOTAL FOREIGN COSTS INCLUDED IN ITEM 29

31. NET RECEIPT (If Office Receives) 4552

32. I certify that this voucher is true and correct to the best of my knowledge and belief, and that the items are, when applicable, per diem claimed for the period covered by this voucher.

SIGNATURE OF TRAVELER: \_\_\_\_\_ DATE: 6/1/84

33. ACCOUNTING CLASSIFICATION (For Office of Resource Management Use)

Object Class	Detail	B & R Class	Amount
A	21 10	942100	14552
D			

34. This voucher is certified correct and proper for payment.

SIGNATURE OF APPROVING OFFICIAL: \_\_\_\_\_ DATE: 6/1/84

AUTHORIZED CERTIFYING OFFICER: C DATE: \_\_\_\_\_

35. ACCOUNTING CLASSIFICATION (For Office of Resource Management Use)

Object Class	Detail	B & R Class	Amount
B			
C			
E			
F			

Resident Claim - Falsification of an item in an expense account works a forfeiture of the claim (28 U.S.C. 2514) and may result in a fine of not more than \$100 or imprisonment for not more than 5 years or both (18 U.S.C. 287, id. 1001).

Long Distance Telephone calls are included, the approving official must have been authorized in writing by the head of the Department or Agency (U.S.C. 702).

REVERSE OF VOUCHER COPY FOR PRIVACY ACT STATEMENT

**U.S. NUCLEAR REGULATORY COMMISSION  
REQUEST AND AUTHORIZATION FOR OFFICIAL TRAVEL**

*(See NRC Appendix 1501 for detailed instructions for completing this form. Do Not Remove Carbons. All shaded areas must be completed.)*

1. Amendment <b>IX</b>	2. Div./Office Code a. Div. <b>96</b> b. Sub unit <b>00</b>	3. Leave Status Auth. No. <b>42809</b>	4. Address Code (If for travel advance) <input type="checkbox"/> Home <input type="checkbox"/> Office <input type="checkbox"/> Special	5. Name of Traveler (First last initial and last name)
---------------------------	---	---	--	--

6. Mail address (P.O. Box, Street or Office) \_\_\_\_\_

7. City, State \_\_\_\_\_

8. ZIP Code \_\_\_\_\_

9. Traveler's Social Security No. \_\_\_\_\_

10. Consultant Contract No. \_\_\_\_\_

11. \_\_\_\_\_

12. Program Symbol (If reimbursable apart from interagency agreement number) \_\_\_\_\_

13. \_\_\_\_\_

14. Estimated No. days official travel only: **3**

15. Travel starts on or about: **4 1 84** (MM DD YY)

16. Travel ends on or about: **4 3 84** (MM DD YY)

17. Special subsistence allowance (Justify in Remarks)  
a. Special per diem rate: \_\_\_\_\_  
b. Actual expenses not to exceed: \_\_\_\_\_

18. Categories of Travel (Check One)

<ul style="list-style-type: none"> <li>a. <input type="checkbox"/> Admin. Of Contract Activities</li> <li>b. <input type="checkbox"/> Program and Technical Review</li> <li>c. <input type="checkbox"/> Regmt. Approvals, Audits &amp; Investigations</li> <li>d. <input type="checkbox"/> Boards, Panels, Consultants &amp; Advisory Committees</li> <li>e. <input type="checkbox"/> NRC Symposia, Conferences &amp; Meetings</li> <li>f. <input type="checkbox"/> Non-NRC Symposia, Conferences &amp; Meetings</li> <li>g. <input type="checkbox"/> Int'l. Agree. of Cooperation Activities</li> <li>h. <input type="checkbox"/> Change of Station (Circle One: New Asst. or Transfer)</li> </ul>	<ul style="list-style-type: none"> <li>i. <input type="checkbox"/> Contract Compliance Review (EEO)</li> <li>j. <input type="checkbox"/> Public Hearings by NRC and Others</li> <li>k. INVITATIONAL TRAVEL                             <ul style="list-style-type: none"> <li><input type="checkbox"/> To interview</li> <li><input type="checkbox"/> To confer</li> </ul> </li> <li>l. TRAINING OF EMPLOYEES                             <ul style="list-style-type: none"> <li><input type="checkbox"/> Change of Station</li> <li><input type="checkbox"/> Temp. Duty Station</li> </ul> </li> <li>m. <input type="checkbox"/> OTHER (Explain in Remarks)</li> </ul>
---	---

19. Authority

<ul style="list-style-type: none"> <li>a. <input type="checkbox"/> FTR*</li> <li>b. <input type="checkbox"/> JTR</li> <li>c. <input type="checkbox"/> Use of Common Carrier (including Special Modes where necessary)</li> <li>d. <input type="checkbox"/> Excess Baggage not to exceed _____</li> <li>e. <input type="checkbox"/> Registration Fees (Give amount) \$ _____</li> <li>f. <input type="checkbox"/> Househunting (Explain in Remarks)</li> <li>g. <input type="checkbox"/> 2nd Private Auto (Justify in Remarks)</li> </ul>	<ul style="list-style-type: none"> <li>h. <input type="checkbox"/> Annual leave to be taken during trip (Check One)                             <ul style="list-style-type: none"> <li><input type="checkbox"/> Private auto to Gov't**</li> <li><input type="checkbox"/> Private auto not to exceed cost of common carrier</li> </ul> </li> <li>i. Rate per mile                             <ul style="list-style-type: none"> <li><input type="checkbox"/> 8¢ <input type="checkbox"/> 12¢</li> <li><input type="checkbox"/> 10¢ <input type="checkbox"/> 15¢</li> <li>Other _____ (Specify)</li> </ul> </li> <li>j. Special Conveyance                             <ul style="list-style-type: none"> <li><input type="checkbox"/> Taxi</li> <li><input type="checkbox"/> Gov't-owned veh. GSA Contract Rental and Car Rental</li> <li><input type="checkbox"/> Other Special Conveyance</li> </ul> </li> <li>k. <input type="checkbox"/> Other (Specify in Remarks)</li> </ul>
--	---

20. Purpose of Travel

Div. Purpose Code: **II**

21. Travel Advance Request	a. Advance required by (Date) MM DD YY	b. Adv. Rate \$	c. Call Extension Payment Requested _____ (Signature of Traveler) _____ (Date) _____ <input type="checkbox"/> Mail check to address other than above (Specify in Remarks)
			d. For Travel Sec. Sec. & Audit use only! 22. Type of Advance <input type="checkbox"/> Cash <input type="checkbox"/> Check 23. Total Estimated Cost <b>+105</b> 24. Est. Foreign Costs included in Total Est. Costs

25. Type Authorization other than Regular (Check if Applicable)

<input type="checkbox"/> Blanket	<input type="checkbox"/> Admin. Approval
<input type="checkbox"/> Extended Travel	<input type="checkbox"/> Local Travel

26. Remarks (Use additional sheet if necessary):

**Amended to add Official Business in New Orleans, LA. Change dates of Itinerary as shown above.**

27. Certification of Availability of Funds: There are sufficient funds to cover the total estimated cost.

28. Itinerary -- From \_\_\_\_\_

To **Arlington, TX**  
**Bethesda, MD**  
**New Orleans, TX**

Return To **Arlington, TX**

Furthest (or primary) Point of Travel (Optional) \_\_\_\_\_

29. Administrative Approval

\_\_\_\_\_  
(Signature) \_\_\_\_\_ (Date) **4/2/84**

\_\_\_\_\_  
(Signature) \_\_\_\_\_ (Date) **4/2/84**

\_\_\_\_\_  
(Signature) \_\_\_\_\_ (Date) **4/2/84**

32. CERTIFICATION OF AUTHORIZATION: The official travel described above is hereby directed and expenses necessary to the performance thereof are authorized in accordance with the Federal Travel Regulations, as amended, or the Joint Travel Regulations, as appropriate, and under the conditions on the authorization.

\_\_\_\_\_  
(Signature) \_\_\_\_\_ (Date) **4/2/84**

Statement on Reverse of Traveler's Copy

TRAVEL VOUCHER (PART 2)  
 SCHEDULE OF EXPENSES  
 AND AMOUNTS CLAIMED

(See NRC Appendix 1501 for instructions for completing this form - Do Not Remove Carbons)

DATE	OFFICE ID DIV	SUB-UNIT	VOUCHER NO	Name	DEPART FROM OFFICE (DATE)			AMOUNT CLAIMED
					MM	DD	YY	
1 19 84	94	00	4N909					<input type="checkbox"/> AM <input type="checkbox"/> PM
	NATURE OF EXPENSE			AUTHORIZED MILEAGE Rate <u>20 1/2</u> ¢	NUMBER OF MILES	AMOUNT CLAIMED		
4-1	LV: Res Via POV 4P AR: DFW LV: Via AA 622 5:25P AR: IAD 9:11P In Bethesda, MD On Official Business				32RT	6 56		
4-2	LV: Via EA 67 5:50P AR: MSY 7:19P In New Orleans, LA On Official Business							
4-3	LV: BN 203 8:40A AR: DFW 10:10A LV: Via Charter Plane AR: Granbury, TX 11:30A In Granbury, TX On Official Business**							
4-3	LV: Via Charter Plane 4P AR: DFW 4:40P LV: Via Taxi AR: Res 5:15P					16 50		
** Administrative Approval to go on Official Business in Granbury, TX at the site.								
	Parking At Destination:					5 00		
	B	L	D	LODG				
4-1	0	0	0	48.40			48 40	
4-2	5.75	9.50	25.31	35.31			69 06	
4-3	Less than 10 Hours - No Claim							
Airfare \$303								
							145 52	

Grand total (Amt. to be Shown in Item 29 Part 1) →

ORIGINAL

TRAVEL VOUCHER (PART 1)

(See NRCM Appendix 1501 for instructions for completing this form)

(Do not remove carbons)

1. AMENDMENT ("X" BOX)		2. ORGANIZATION CODE DIVISION: 94 SUB UNIT: 00		3. VOUCHER NO. (Leave blank)		4. ADDRESS CODE HOME <input checked="" type="checkbox"/> OFFICE <input type="checkbox"/> SPECIAL <input type="checkbox"/>		5. NAME OF TRAVELER (First two initials and last name)			
6a. MAILING ADDRESS (P.O. Box, Street or Office) 611 Ryan Plaza Drive, Suite 1000						b. CITY Arlington		STATE TX		ZIP CODE 76011	
7. RESIDENCE (If different from item 6.) CITY: STATE:			8. OFFICIAL DUTY STATION CITY: STATE:			DATES FOR TRAVEL AND OTHER EXPENSES FROM (MM, DD, YY): TO (MM, DD, YY):					
			Arlington TX			04-03-84			04-03-84		

**NRC TO BE BILLED**

11. NUMBER EACH PAGE CONSECUTIVELY		PAGE NO.		TRAVELER'S CERTIFICATION				TRAVELER'S INITIALS			
				I hereby assign to the United States any right I may have against any parties in connection with reimbursable transportation charges described below, purchased under cash payment procedures. (FPMR 101.7)							

INSTRUCTIONS	12. ITEM NUMBER	13. APPROPRIATE TYPE CODE	14. IDENTIFICATION (TR No., Invoice No., etc.) (See instructions)	15. CARRIER OR RENTAL CAR (Name or initials)	16. POINTS OF TRAVEL COVERED BY T/R OR PERIOD OF CAR RENTAL (MM, DD, YY)		17. MODE AND CLASS OF SERVICE	18. AMOUNT TO BE BILLED
					FROM	TO		
12. Number each item consecutively beginning with "1"  Appropriate type codes to be placed in column 13.  A = TR Round Trip B = TR One Way C = Rental Car D = GEBAT E = Other								

19. NUMBER OF BILLING ITEMS LISTED ON THIS PAGE	If more space is required for additional billing items, use another NRC Form 64, and complete items 1 thru 5, and items 11 thru 20.		20. TOTAL AMOUNT TO BE BILLED ON THIS PAGE
---	---	--	--

21. AUTHORIZATION NO. 4R035	22. SOCIAL SECURITY NO.	23. FOR CHANGE OF DUTY STATION - INDIVIDUALS INCLUDED IN THIS CLAIM	
		<input type="checkbox"/> Employee	No. of Children Ages 12 to 20 and Parents
		<input type="checkbox"/> Employee and Spouse	
		<input type="checkbox"/> Spouse	No. of Children Under 12

24. READ CAREFULLY (If voucher includes any of the following, mark the appropriate boxes): <input type="checkbox"/> Voucher includes Shared Cost (Explain in Part 2.) <input type="checkbox"/> Consultant Travel Expenses Claimed <input type="checkbox"/> Abandonment of Travel (Explain in Part 2.) <input type="checkbox"/> Comparative Cost Statement Included <input type="checkbox"/> Leave Taken in Conjunction with Trip (Explain in Part 2.) <input type="checkbox"/> Local Travel <input type="checkbox"/> Additional Vouchers will be Submitted <input type="checkbox"/> Refund Due on Unused Ticket and/or Refund Slip (Explain in Part 2.) <input type="checkbox"/> Remittance Attached in Amt. of \$ _____ <input type="checkbox"/> House Hunting	25. TRAVEL ADVANCE (For Office of Resource Management Use)	
	Balance brought forward	\$ _____
	Amount to be applied	\$ _____
	Balance due	\$ _____
	26. EXAMINER'S DEDUCTIONS (For Office of Resource Management Use)	
		\$ _____
		\$ _____
		\$ _____
	Examined by: <i>RJA</i>	Date: 6-23-84

27. ACTUAL TIME IN TRAVEL FOR PER DIEM CALCULATION	28. SCHEDULE NO. (For Office of Resource Management Use)	29. TOTAL AMOUNT CLAIMED \$6.14	30. TOTAL FOREIGN COSTS INCLUDED IN ITEM 29	31. NET TO TRAVELED (For Office of Resource Management Use)
Days: _____ Quarters (Mark one box for any fractions of a day): <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3				

32. This voucher is approved. Long distance telephone calls, if any, are certified as necessary in the interest of the _____		34. This voucher is certified correct and proper for payment.	
SIGNATURE OF APPROVING OFFICIAL **		AUTHORIZED CERTIFYING OFFICER	
DATE: 5/11/84		DATE: _____	

35. ACCOUNTING CLASSIFICATION (For Office of Resource Management Use)							
Object Class	Detail	B & R Class	Amount	Object Class	Detail	B & R Class	Amount
A	2110	942100	614	B			
D				E			
				F			

\* Fraudulent Claim—Falsification of an item in an expense account works a forfeiture of the claim (28 U.S.C. 2514) and may result in a fine of not more than \$10,000 or imprisonment for not more than 5 years or both (18 U.S.C. 287, id. 1701).  
\*\* If Long Distance telephone calls are included, the approving officer must have been authorized in writing by the head of the Department or Agency to so certify (31 U.S.C. 6704).  
SEE REVERSE OF PAYEE COPY FOR PRIVACY ACT STATEMENT

TRAVEL VOUCHER (PART 2)  
**SCHEDULE OF EXPENSES  
 AND AMOUNTS CLAIMED**

(See NRC Appendix 1301 for instructions for completing this form  
 - Do Not Remove Carbons)

PAGE NO 1	DIV/OFFICE ID		VOUCHER NO 4R035	Name	DEPART FROM OFFICE (DATE)			<input type="checkbox"/> ADJ <input type="checkbox"/> PSD
	DIV 94	SUB-UNIT 00			MM	DD	YY	

DATE	NATURE OF EXPENSE	AUTHORIZED MILEAGE Rate _____ 6	NUMBER OF MILES	AMOUNT CLAIMED
10 84				
4-03	Lv: DFW via Chartered aircraft 11:00a Ar: Grandbury TX			----
	Lv: Grandbury via POV 11:30a Ar: CP 11:50a 15		15	3 07
	In Comanche Peak TX on official business			
4-03	Lv: Via POV Comanche Peak 3:30p Ar: Grandbury 15		15	3 07
	Lv: Grandbury via chartered aircraft Ar: DFW 4:35p			
	No Per Diem. Less than 10 hours.			

Grand total (Amt. to be shown in Item 29 Part 1) →

6 14

(See NRC Appendix 1501 for detailed instructions for completing this form. Do Not Remove Carbons. All shaded areas must be completed.)

1. Amendment <input type="checkbox"/>	2. Div / Office Code a. Div: 96 b. Sub unit: 00	3. Leave Blank Auth No. 4R035	4. Address Code (For travel advances) <input type="checkbox"/> Home <input type="checkbox"/> Office <input type="checkbox"/> Special	5. Name of Traveler (First two initials and last name)	
6. Mail Address (P.O. Box, Street or Office) 611 Ryan Plaza Dr., Suite 1000				7. City, State Arlington, TX	8. ZIP Code 76011
9. Traveler's Social Security No.		10. Consultant Contract No.		11.	
12. Program Symbol (If reimbursable work, show interagency agreement number)		13.		14. Estimated No. days official travel only 1	
15. Travel starts on or about MM DD YY 4 3 84		16. Travel ends on or about MM DD YY 4 3 84		17. Special subsistence allowance (Justify in Remarks) a. Special per diem rate b. Actual Expenses not to exceed	
18. Categories of Travel (Check One) a. <input type="checkbox"/> Admin. Of Contract Activities b. <input type="checkbox"/> Program and Technical Review c. <input type="checkbox"/> Mgmt. Approvals, Audits & Investigations d. <input type="checkbox"/> Boards, Panels, Consultants & Advisory Committees e. <input type="checkbox"/> NRC Symposia, Conferences & Meetings f. <input type="checkbox"/> Non-NRC Symposia, Conferences & Meetings g. <input type="checkbox"/> Int'l. Agree. of Cooperation Activities h. <input type="checkbox"/> Change of Station (Circle One: New Appt. or Transfer) i. <input type="checkbox"/> Contract Compliance Review (EEO) j. <input type="checkbox"/> Public Hearings by NRC and Others k. INVITATIONAL TRAVEL <input type="checkbox"/> To interview <input type="checkbox"/> To confer l. TRAINING OF EMPLOYEES <input type="checkbox"/> Change of Station <input type="checkbox"/> Temp. Duty Station m. <input type="checkbox"/> OTHER (Explain in Remarks)			19. Authority a. <input type="checkbox"/> FTR* b. <input type="checkbox"/> JTR c. <input checked="" type="checkbox"/> Use of Common Carrier (including Texas Utilities Electric) d. <input type="checkbox"/> Other (Specify in Remarks) e. <input type="checkbox"/> Registration Fees (Give amount) f. <input type="checkbox"/> Househunting (Explain in Remarks) g. <input type="checkbox"/> 2nd Private Auto (Justify in Remarks) h. <input type="checkbox"/> Annual leave to be taken during trip (Private auto) (Check One) <input type="checkbox"/> Private auto is ok to Gov't** <input type="checkbox"/> Private auto not to exceed cost of common carrier i. Rate per mile <input type="checkbox"/> 8¢ <input type="checkbox"/> 12¢ <input type="checkbox"/> 10¢ <input type="checkbox"/> 15¢ Other: 22¢ (Specify) j. Special Conveyances <input type="checkbox"/> Taxi <input type="checkbox"/> Gov't-owned veh. GSA Contract Rental and Car Rental <input type="checkbox"/> Other (Specify in Remarks) k. <input type="checkbox"/> Other (Specify in Remarks) * Authorizes, as appropriate, (1) per diem under the lodgings-plus method, (2) special subsistence allowance as indicated in item 17, or (3) per diem only for changes of station indicated in items 18 h, or l. ** Justify in remarks.		
20. Purpose of Travel Div Purpose Code			21. Travel Advance Request a. Advance required by (Date) MM DD YY n/a b. Adv. Req. \$		
22. Type of Advance <input type="checkbox"/> Cash <input type="checkbox"/> Check			23. Total Estimated Cost \$285		
24. Est. Foreign Costs included in Total Est. Costs			25. Type Authorization other than Regular (Check if Applicable) <input type="checkbox"/> Blanket <input type="checkbox"/> Admin. Approval <input type="checkbox"/> Extended Travel <input type="checkbox"/> Local Travel		
26. If funds for this trip were initially reserved using the PRE AUTHORIZATION FUNDS RESERVATION state number used			27. Remarks (Use additional sheet if necessary): Cost to cover air and ground travel from [redacted] to Comanche Peak on April 3, 1984 for [redacted] from Texas Utilities Electric Co.		
28. Itinerary - From To: Arlington, TX Grandberry, TX. Return To: Arlington, TX Furthest (or primary) Point of Travel (Optional) →			29. Certification of Availability of funds: There are sufficient funds to cover the total estimated cost. _____ (Signature) Funds Control (Title) 4/ /84 (Date)		
30. Requested By _____ (Signature) _____ (Date)			31. Administrative Approval _____ (Signature) _____ (Date)		
32. CERTIFICATION OF AUTHORIZATION: The official travel described above is hereby directed and expenses necessary to the performance thereof are authorized in accordance with the Federal Travel Regulations, as amended, or the Joint Travel Regulations, as amended, under the conditions on the authorization.			_____ (Signature) _____ (Date)		

# OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 11, 1988

## Report of Interview

Office of Nuclear Reactor Regulation, U.S. Nuclear Regulatory Commission (NRC)) was interviewed by OIA on July 11, 1988, regarding travel on a Texas Utilities Generating Company (TUGCO) corporate aircraft from the Dallas/Ft. Worth (DFW) Airport to Granbury, TX and return. related essentially the following.

When apprised of the purpose and scope of this interview, acknowledged that

NRC, and TUGCO, had traveled from the Dallas/Ft. Worth Airport to an aircraft landing strip in the area of the COMANCHE PEAK NUCLEAR POWER PLANT (COMANCHE PEAK). did not recall the exact date of the trip only that it was over a weekend during 1984. further advised that a TUGCO vehicle had picked the party up at the landing field and transported the party to the plant site. Later the TUGCO vehicle returned home to the field and the party returned to DFW on the TUGCO aircraft.

advised that during this time, the NRC had received numerous allegations from allegeders at both the WATERFORD and COMANCHE PEAK projects. had been involved in a number of conversations with allegeders and had convinced the allegeders to meet with Senior TUGCO management. Additionally, as a result of the number of concerns received, NRR had scheduled a major unannounced inspection at the plant.

said that had contacted and asked that meet with the NRC staff at the plant. had wanted the NRC staff and to arrive at the plant at the same time, and that most likely had suggested that they travel on the TUGCO aircraft. was certain that no NRC employee had solicited for use of the aircraft. recalled that at sometime during the trip had questioned concerning the propriety of traveling on the licensee aircraft and that has assured there was no problem that the regional office would reimburse the utility for the cost of travel. acknowledged that had contacted at the WATERFORD plant and informed of the impending meeting at COMANCHE PEAK. Initially they had not intended to inform of the meeting and inspection; however, had been informed and told to accompany the NRC staff to the plant.

July 11, 1988

Gaithersburg, MD

187-31

Lyle B. Smith, Investigator

July 11, 1988

ATTACHMENT 29



OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 13, 1988

Report of Interview

Commission (NRC) was reinterviewed by OIA on July 13, 1988. U.S. Nuclear Regulatory Commission related essentially the following.

advised that had not been involved in arranging for the use of the Texas Utilities Generating Company (TUGCO) aircraft, and that possibly it had been TUGCO suggestion that the NRC staff travel on the TUGCO aircraft. said that could not recall the purpose of the trip involving any unannounced inspection, however, did recall that met with a group of allegeders at the plant site who to recollection were utility workers. In not recalling if the trip involved a NRC inspection, explained that this would have been a NRR function and would not have been involved. recalled that had spoken with the allegeders and an allegeder had given them a slip of paper regarding a non conformance report (NCR) that the allegeder felt had been improperly dispositioned. While on board the aircraft, had asked why no one from the utility had ever sat down and talked to the allegeders.

informed OIA that had met at the DFW main terminal. drove them to the Butler Aviation terminal where they met and boarded the TUGCO aircraft. According to the aircraft landed at a "dirt strip" where they were met by a TUGCO vice president, who drove them to the plant in his personal vehicle. reiterated that during the trip had questioned as to the propriety of traveling on the licensee aircraft and that had told them there was no problems that the regional office would reimburse the licensee for the cost of travel.

July 13, 1988

Bethesda, MD

187-31

Lyle B. Smith, Investigator

July 13, 1988

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# OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

December 1, 1988

## Report of Interview

Texas Utilities Generating Company (TUGCO),  
was interviewed by OIA on December 1, 1988, in  
regard to NRC employees having utilized a TUGCO corporate aircraft for travel  
between Dallas and the COMANCHE PEAK NUCLEAR POWER PLANT (COMANCHE PEAK) on  
April 3, 1984. related essentially the following.

was apprised by OIA of the purpose of this interview, wherein  
advised that recollection of the travel was that on April 2, 1984,  
secretary had received a telephone call from

told secretary that  
would be traveling to COMANCHE PEAK on April 3, 1984, on official NRC  
business, and wanted to meet with at the plant site. explained  
that at the time of the call, was out of the office on travel, and later  
secretary contacted in East Texas and informed call.

stated that later contacted and confirmed that would be  
able to meet with the NRC on site the following day (April 3, 1984). Sometime  
later received a call from  
NRC, and that had asked if intended to fly to the plant  
site on the TUGCO aircraft and, if so, could the NRC employees accompany  
on the aircraft. said that told that was intending to  
travel via the utility aircraft and that the NRC employees would be able to  
accompany on the utility aircraft from Dallas to the plant site. At this  
point in the interview, emphasized that had not asked to  
operate the utility aircraft for the sole purpose of providing transportation  
for the NRC and had only asked if was already intending to travel  
by aircraft, could the NRC employees accompany to the plant.  
explained that it required approximately two hours by car to travel from  
Dallas to the plant and that normally flies to the site. The utility  
operates a Beechcraft King Air aircraft which has the capability of operating  
in and out of short landing fields.

said that the following morning met at  
the Dallas Ft. Worth Airport and later departed on the utility aircraft. They  
landed at a landing site located approximately twenty miles from the plant  
site. They were picked up by a unmarked utility vehicle and transported to  
the plant. While on site they had talked with a number of employees in regard  
to the "T shirt" incident. They returned to Dallas Ft. Worth that afternoon  
via the utility aircraft.

December 1, 1988

Dallas, TX

187-31

by B. Smith, Investigator

December 1, 1988

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ATTACHMENT 31

OFFICIAL USE ONLY

U.S. NUCLEAR REGULATORY COMMISSION  
Office of Inspector and Auditor

July 10, 1987

Date of transcription \_\_\_\_\_

Report of Interview

Office of the General Counsel (OGC), U.S. Nuclear Regulatory Commission (NRC) was interviewed by OIA on July 10, 1987, regarding the propriety of NRC employees utilizing licensee transportation related essentially the following.

advised that 10 CFR 0.735.42 is the operable regulation, and precludes the use of free transportation by NRC employees. If the NRC reimburses the licensee for the cost of travel, then no violation is involved. informed OIA that if the use of a licensee aircraft became routine or occurred on a regular basis as in the case of a utility operating a commuter flight, then OGC would want to take "another look" at the issue. said that was unaware of any use by NRC employees of utility aircraft on a frequent basis and that office normally receives about one or two calls annually regarding this issue.

advised OIA that the NRC practice of reimbursing the utilities for air travel on the basis of what the cost of commercial air travel would be to move the employee to the same destination is erroneous. office has received an opinion from the Office of Government Ethics, that the cost should be pro-rated based on the cost incurred by the utility to operate the aircraft. said that to knowledge there is no written regulation and this opinion was provided by the Government Ethics office verbally.

July 10, 1987

Washington, DC

187-31

Lyle B. Smith, Investigator

July 10, 1987

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ATTACHMENT 32

December 2, 1988

Report of Interview

Division of Accounting and Finance, Office of Administration and Resources Management, U.S. Nuclear Regulatory Commission (NRC) was interviewed by OIA on December 2, 1988, in regard to the appropriate manner of computing the cost of air travel provided NRC employees by utilities: related the following.

advised that in those instances when NRC employees have utilized utility transportation, the concerned utility would bill the NRC Regional Office for the cost of travel. The regional office would then initiate a purchase order to provide payment to the utility. In the event the utility did not submit a bill to the NRC, the region would compute the cost based on the approximate cost of commercial air travel to the site or the nearest location to the site.

When asked if the correct method of computing the cost to the NRC would be the actual cost to the utility to operate the conveyance in this instance an aircraft, advised that the information, cost of fuel, amount of fuel expended, pilots salaries, etc., would not be available to the NRC and that this data would be required to compute cost.

December 2, 1988

Bethesda, MD

187-31

Lyle B. Smith, Investigator

December 2, 1988

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ATTACHMENT 30