



UNITED STATES
ATOMIC ENERGY COMMISSION
DIVISION OF COMPLIANCE
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THRU: W. C. Seidle, Senior Reactor Inspector
Region II, Division of Compliance

DRL MEETING - LOCKHEED AIRCRAFT CORPORATION (RER), LICENSE NO. R-86,
DOCKET NO. 50-172

W. C. Seidle and R. C. Lewis attended a DRL meeting at Bethesda on
January 21, 1971, to discuss the Lockheed proposed plan on decommissioning
the RER facility.

Persons Present

The meeting was chaired by R. Woodruff of DRL. Other persons present
in addition to the Region II inspectors were:

- M. A. Dewar - Lockheed Decommissioning Coordinator
- F. L. Amend - Lockheed Reactor Supervisor
- B. L. Harless - State Licensing Relations
- R. J. Schemel - DRL
- E. R. Fleury - DRL
- *J. J. Rizzo - Compliance Headquarters

* Attended a portion of the meeting.

Discussion

Dewar conducted a presentation of the proposed Lockheed decommissioning
plan of the RER facility from a 14-page document entitled, "Plan
for Decommissioning Radiation Effects Reactor." Dewar stated that
Lockheed's philosophy for decommissioning the RER is to subcontract
as much of the major activity as practicable to licensed commercial
decontamination/waste disposal firms. That Amend (Reactor Supervisor)
would monitor and coordinate the activities of the subcontractors,
with health physics support. DRL's position is that Lockheed can
contract out any task that they desire, but that Lockheed must be
responsible until the equipment is actually loaded on the truck for
hauling, then the licensed receiver assumes responsibility for
transportation and disposal.

The proposed decommissioning plan is to be a three-phase plan as follows:

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1. Fuel Disposal
2. Disposal of Reactor Components
3. Disposal of Activated/Contaminated Items

Dewar stated that the disposal of the fuel is presently being discussed and that Lockheed is attempting to get AEC to accept shipping and reprocessing charges, as AEC claims that they own the fuel. DRL's position is that Lockheed can ship or transfer the fuel without DRL's permission as long as the firm is licensed to receive the fuel.

Dewar briefly discussed the activated structural steel of the building and the railroad tracks and stated that these items contained activation above the exempt limits and that Lockheed may hold these items for as long as five to ten years, to permit radioactive decay below the exempt limit.

Dewar requested that DRL grant him permission to remove the inner tank and grid from the reactor vessel and store in the shield water tank. Also permission was requested to dispose of several reactor component, remove fuel water tanks, and requested DRL assistance in rewriting the Technical Specifications to reflect a shutdown facility of owned but not operated. DRL responded that unloading the reactor vessel, grid tank and removal of reactor components could proceed prior to approval of a decommissioning plan as long as the disassembly did not include any irreversible actions such as items that had to be removed by cutting of welds or components. Specifically DRL concluded that removal of the components/equipment should be restricted to those components that could normally be removed for maintenance, until formal approval of a decommissioning plan.

A discussion of the proposed decommissioning plan was then conducted and DRL commented as follows:

1. That the code of Federal Regulations, Part 50.82, requires the licensee to submit a decommissioning plan. DRL stated that since a plan has not been submitted for DRL review, that DRL could not give permission for decommissioning until they have something to review and approve.
2. That an approved decommissioning plan is an acceptable substitute for the Technical Specifications.
3. Before AEC will terminate the RER license, coordination must be affected with the State of Georgia and Georgia would issue a byproduct

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license for the soil and activated components. DRL stated that the plan must discuss the surveillance criteria of radioactive components and be acceptable to the State of Georgia.

4. The plan must reflect the organization or have words to the effect that Lockheed retains responsibility of decommissioning the facility and site.

DRL stated that the purpose of the plan is to insure that when decommissioning is completed, that Lockheed does not have enough RER parts remaining to reassemble a reactor.

Dewar then requested DRL to grant him immediate relief from certain Technical Specification requirements such as minimum instrumentation, safety committee, operation of the diesel generator on a weekly basis, and sampling requirements of the primary system. After considerable discussion of this topic, DRL stated that they could not without a formal submittal requesting a change to the Technical Specifications, approve relief of these requirements. Dewar agreed to make a formal submission of changes to the Technical Specifications within one week.

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R. C. Lewis
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Reactor Inspector