



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

AUG 11 1980

Mr. J. O. McBride, Chief
Oklahoma City Airports District Office
204 FAA Building, Wiley Post Airport
Bethany, Oklahoma 73008

Dear Mr. McBride:

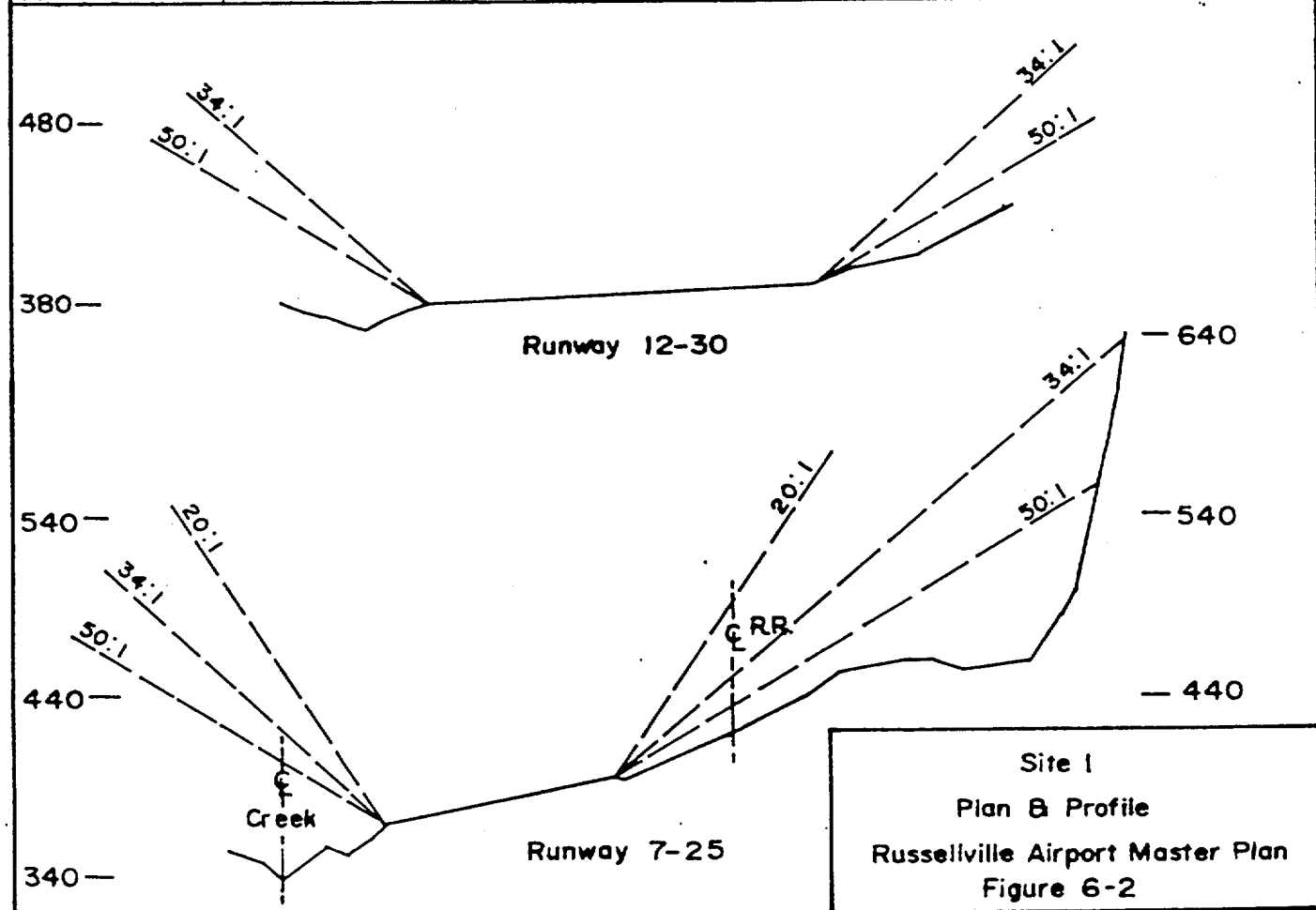
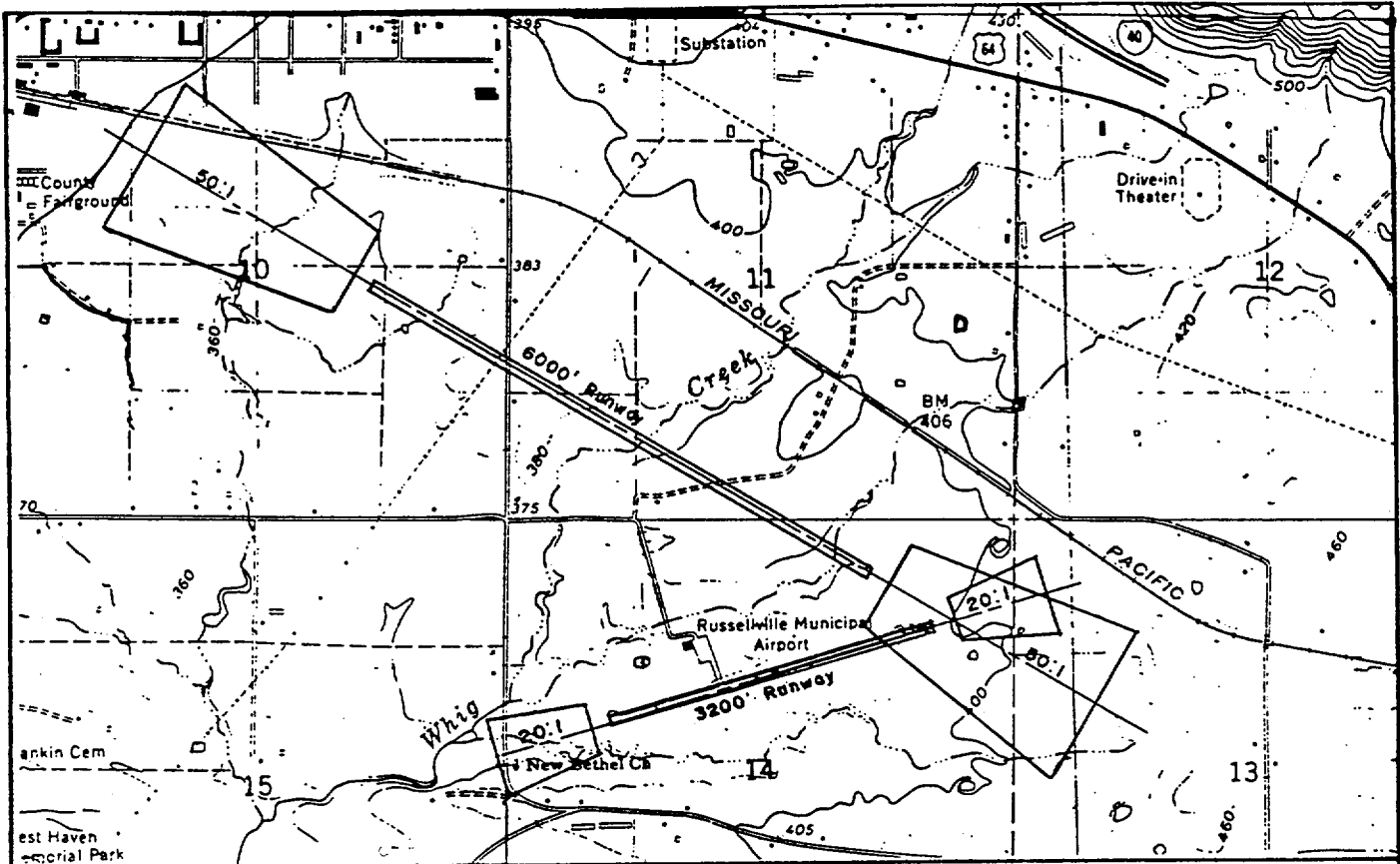
We have reviewed the revised Draft Environmental Statement concerning the Russellville Municipal Airport relocation. Our review indicates that the selected site for airport relocation (Site 7 in the environmental statement) has the proposed 6000 ft runway aligned with the Arkansas Nuclear One nuclear power station. We estimate that the projected general aviation traffic (24500 annual operations by 1996) will increase the probability of an aircraft crash on the nuclear power station structures to a level considered to be marginally acceptable by the NRC staff in the normal safety review of nuclear power plant license applications. Previous staff analyses of aircraft impacts on plant structures indicate that crashes involving light aircraft are not expected to produce significant damage to typical nuclear plant structures. Our concern, however, is that the presence of a 6000 ft runway, coupled with the commercial growth potential of the area, could lead to future airport expansion and the possible introduction of commercial aircraft using the airport. Impacts from larger jet aircraft, and commercial type aircraft in particular, could result in significant plant damage and the possible release of airborne radiation to the extent that 10 CFR Part 100 dose guidelines may be exceeded.

The above considerations indicate that the proposed airport relocation has the potential for becoming a hazard to the operation of the nearby nuclear power station and, hence, can pose an undue risk to the health and safety of the public in the area. We request that the proposed 6000 ft runway be realigned, so that its extension is well away from the nuclear power station. As a minimum, a revised runway orientation should be no less than 30 degrees from the direction of the nuclear power station. Alternatively, the airport should be relocated well beyond 5 miles from the station.

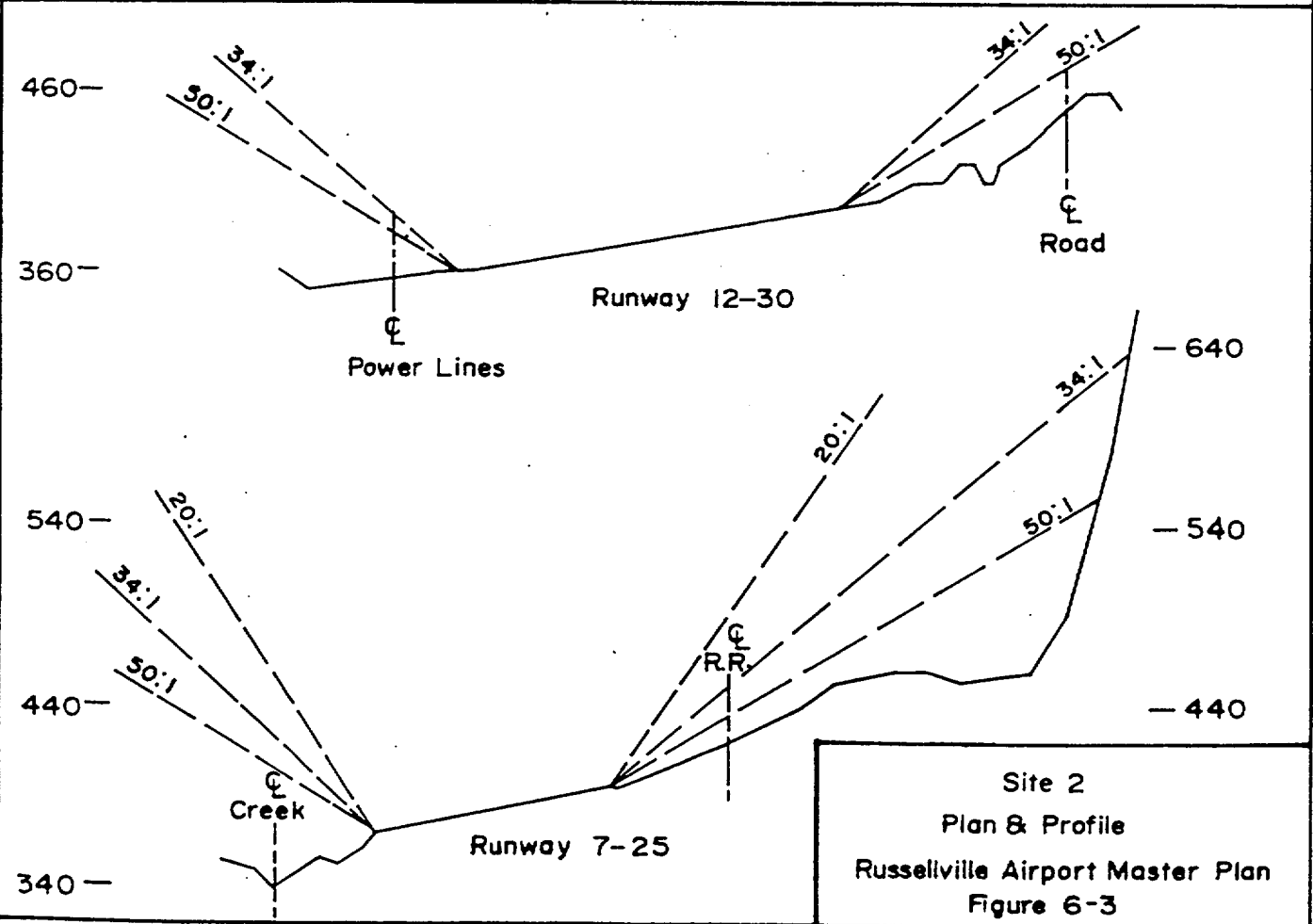
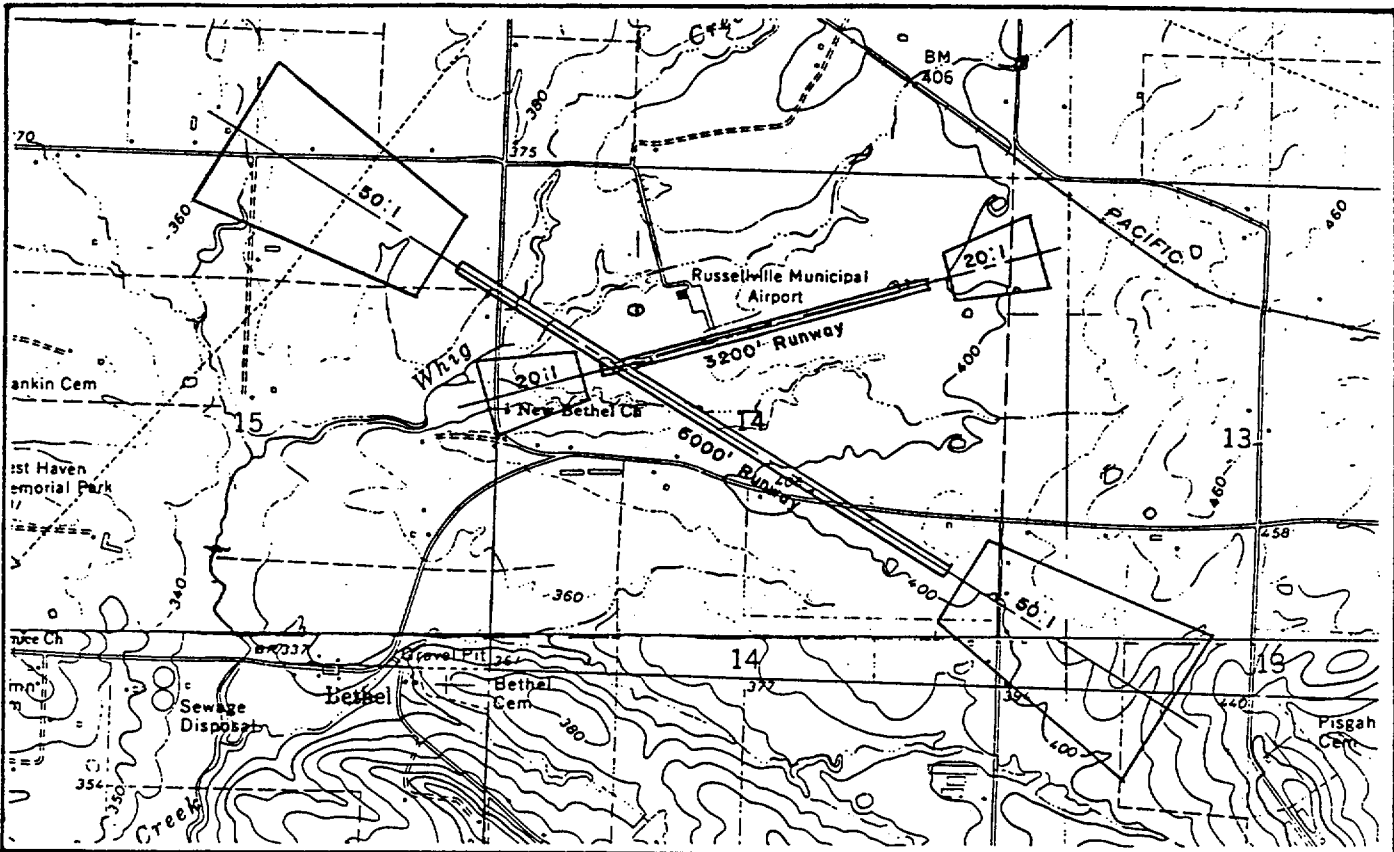
Sincerely,

A handwritten signature in cursive script that reads "Daniel R. Muller".

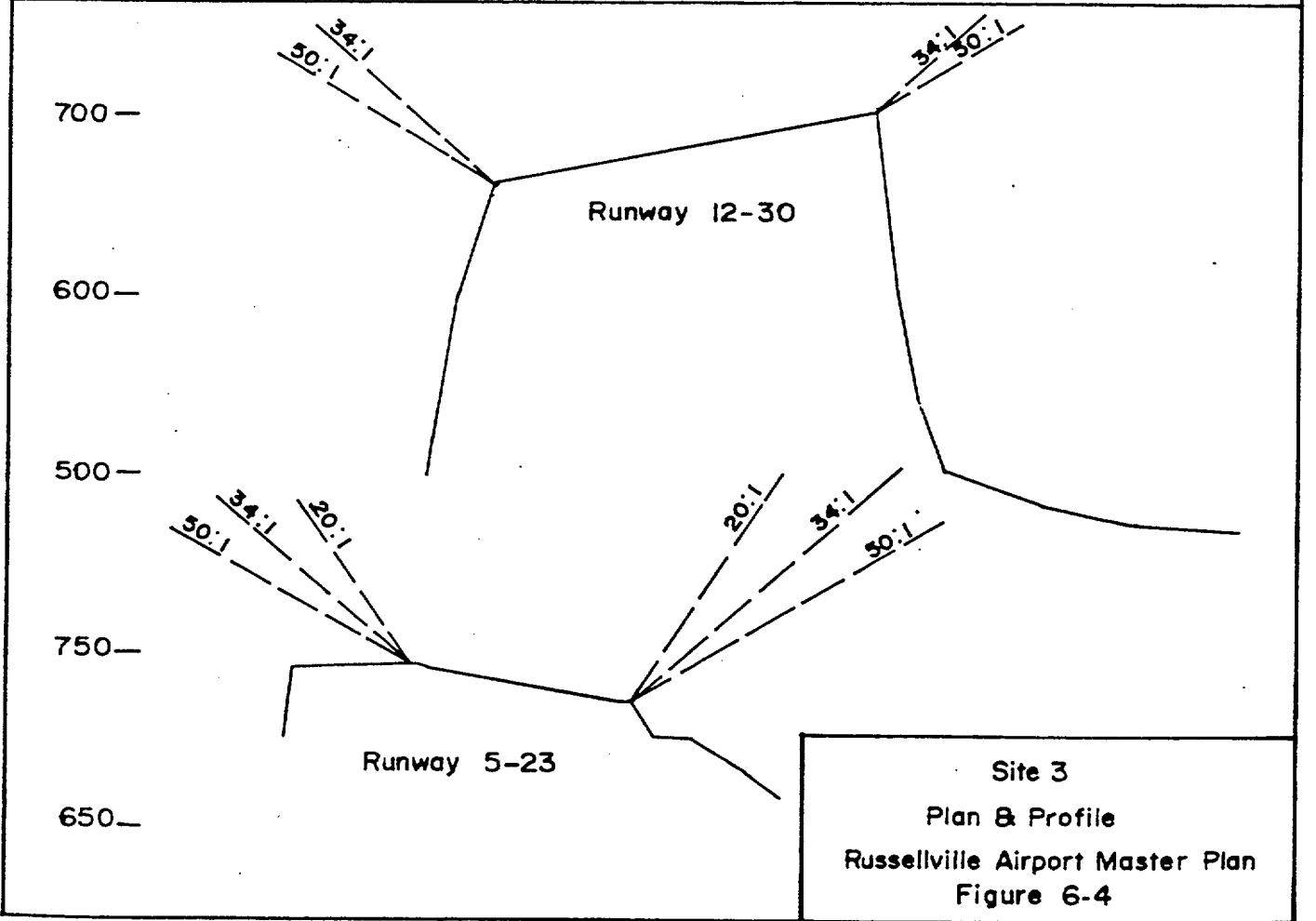
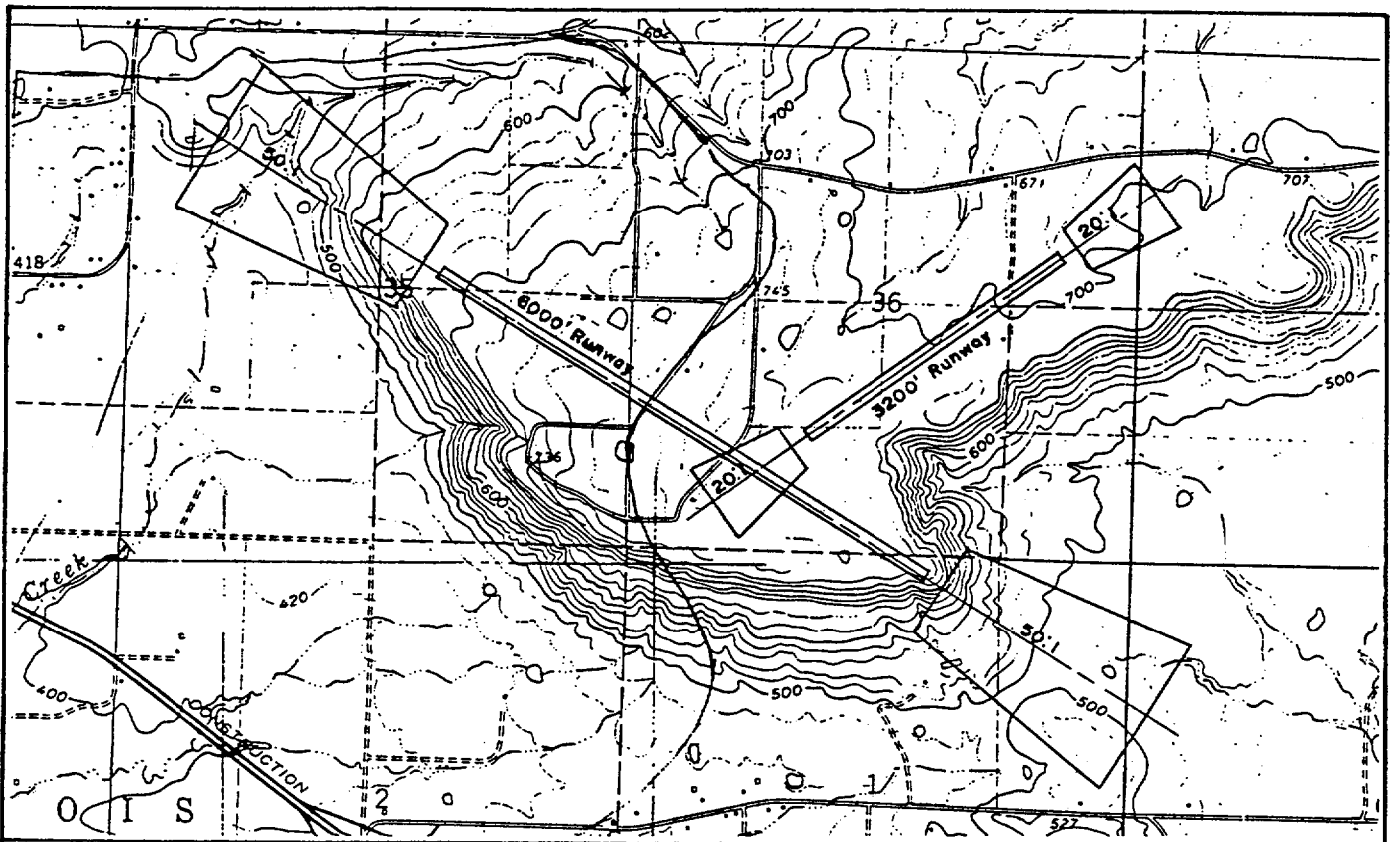
Daniel R. Muller, Assistant Director
for Environmental Technology
Division of Engineering



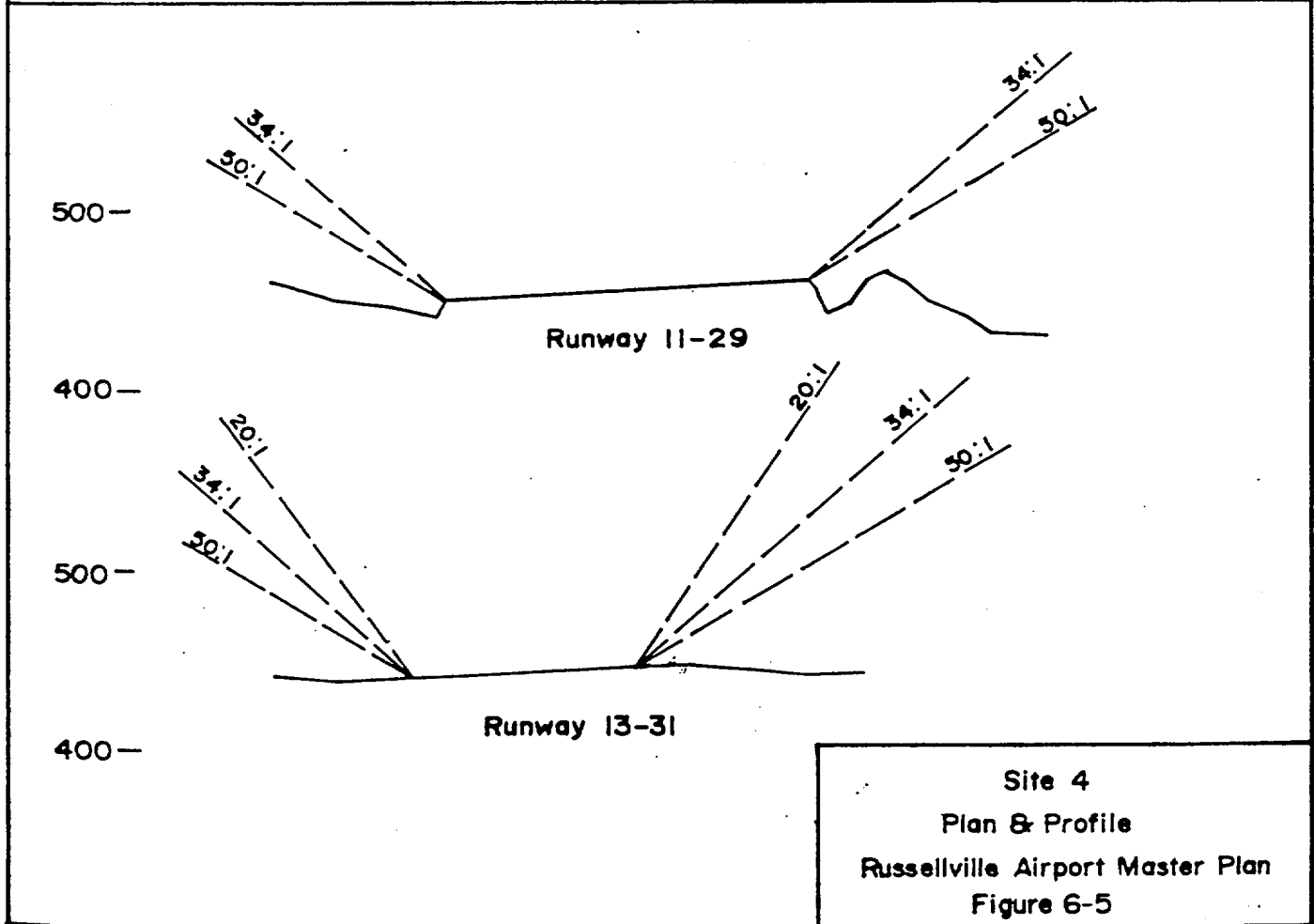
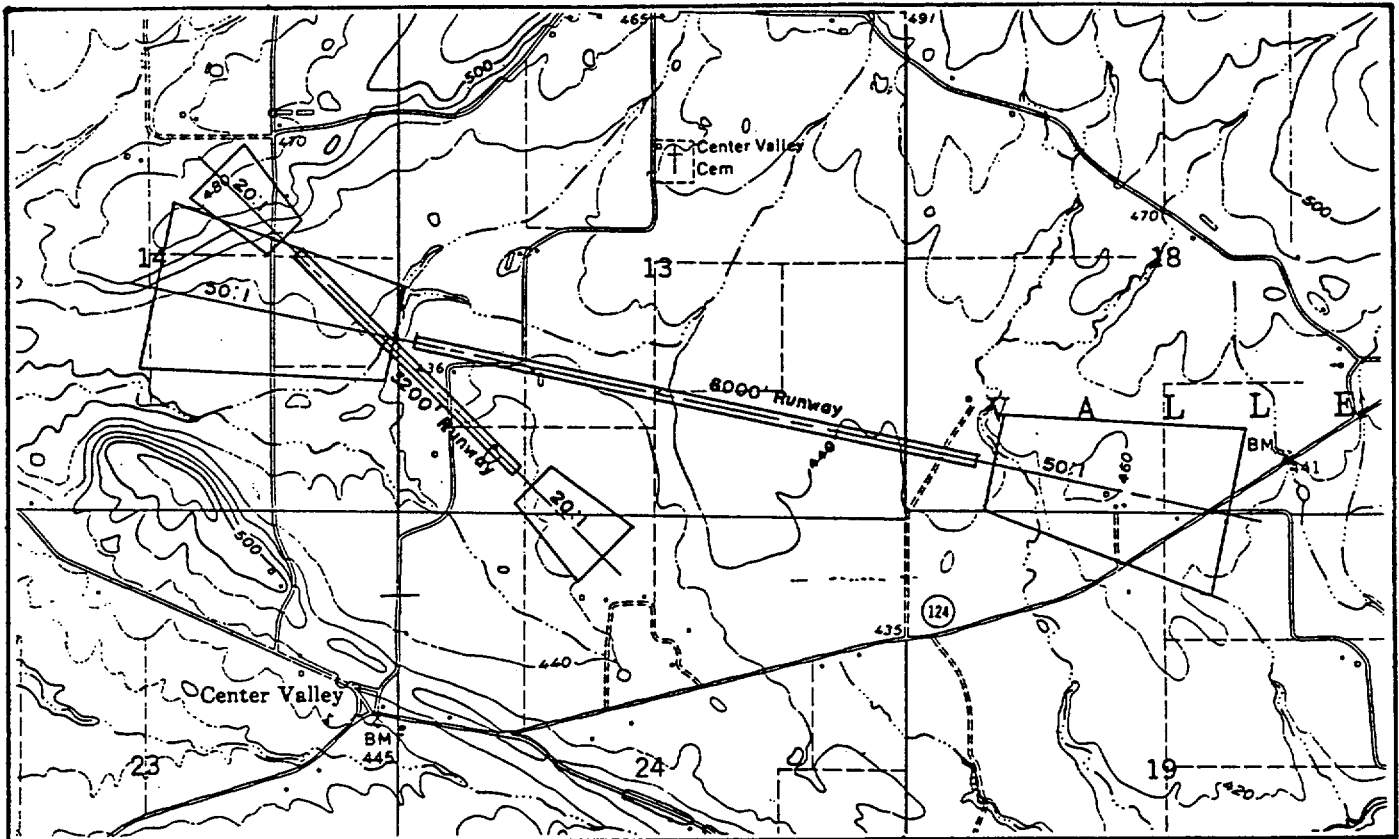
Site I
 Plan & Profile
 Russellville Airport Master Plan
 Figure 6-2



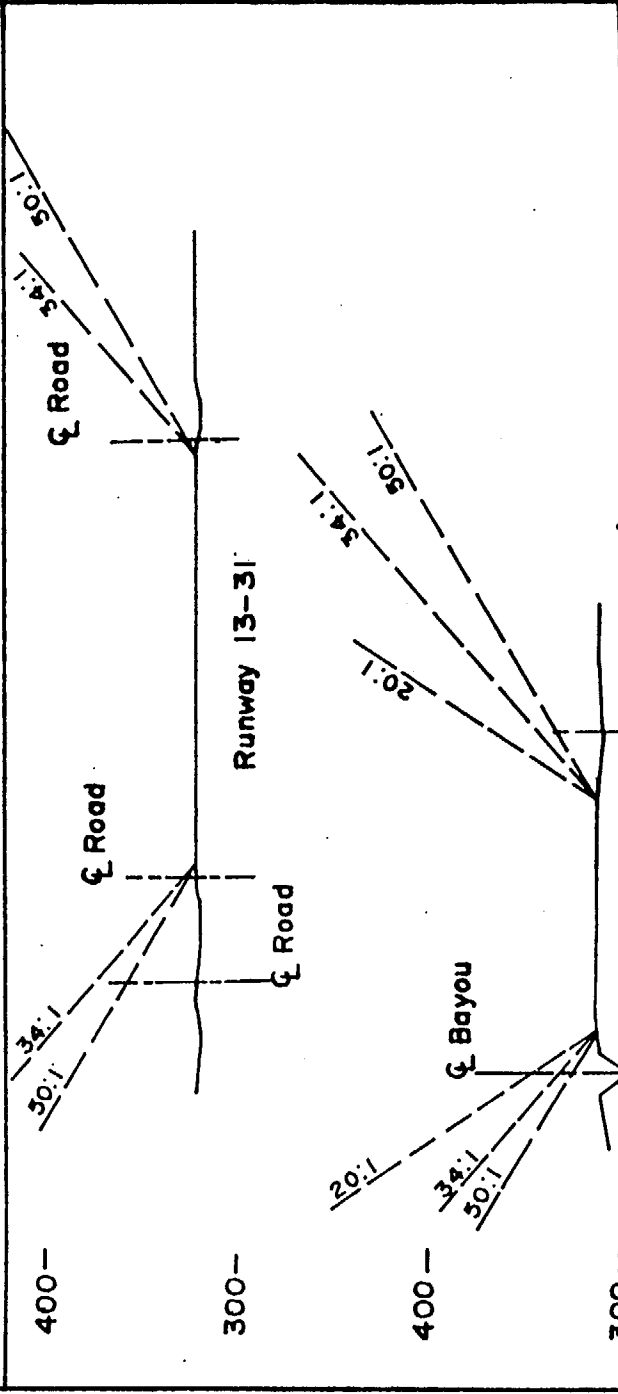
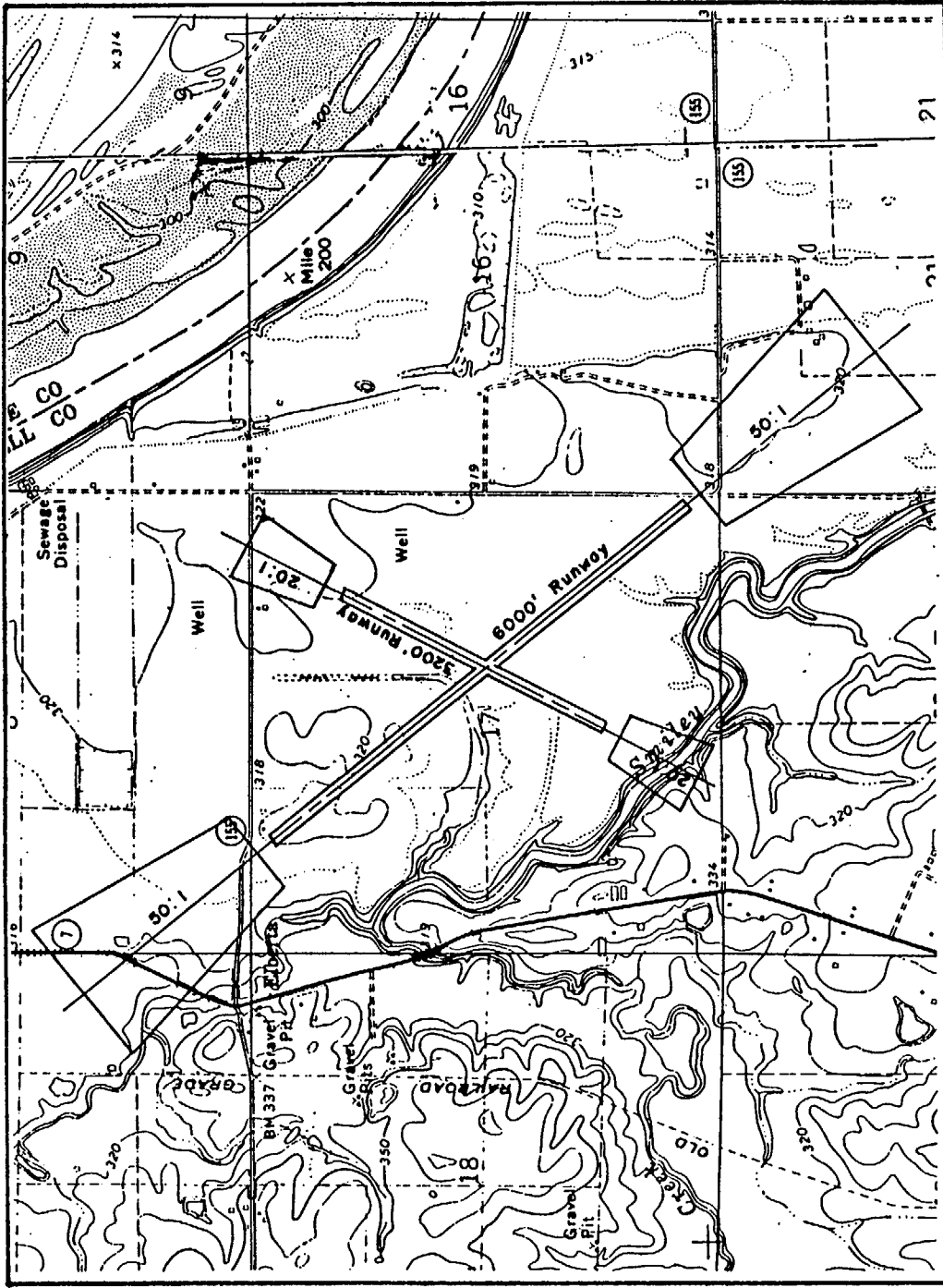
Site 2
 Plan & Profile
 Russellville Airport Master Plan
 Figure 6-3



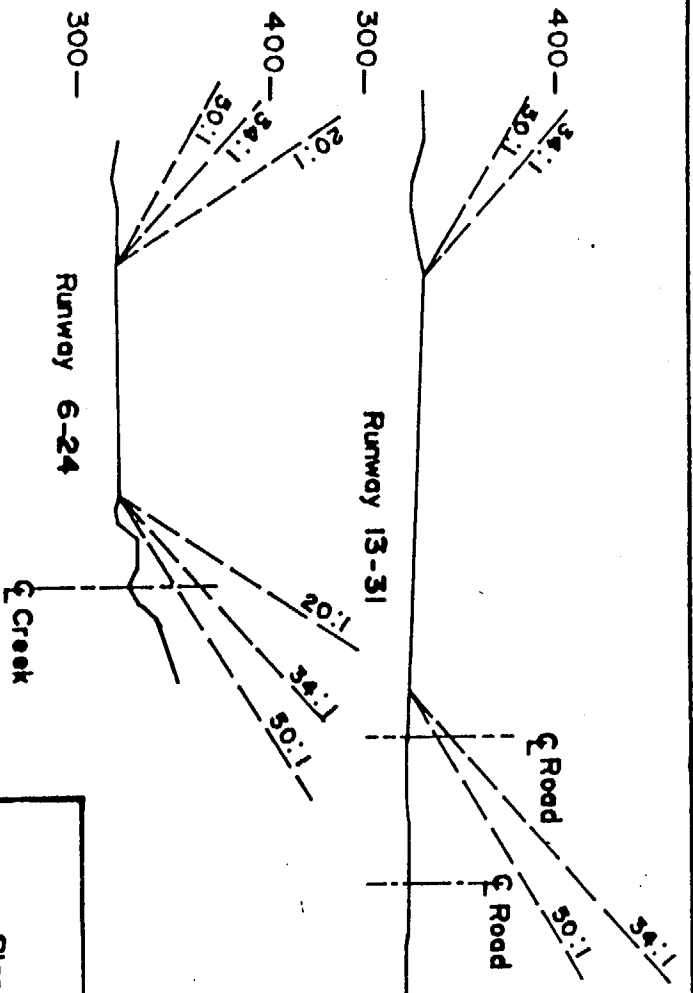
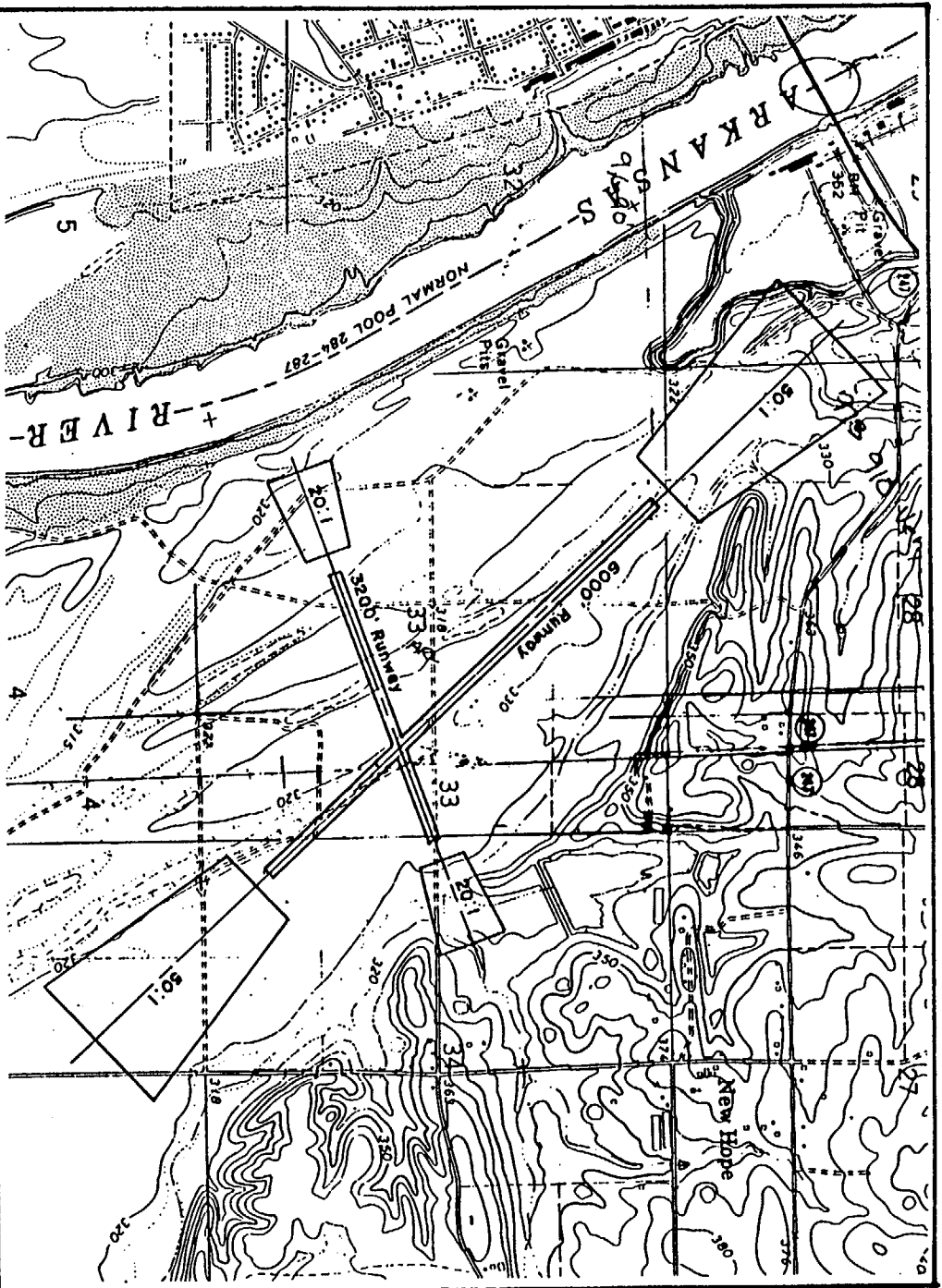
Site 3
 Plan & Profile
 Russellville Airport Master Plan
 Figure 6-4



Site 4
 Plan & Profile
 Russellville Airport Master Plan
 Figure 6-5



Site 6
 Plan & Profile
 Russellville Airport Master Plan
 Figure 6-7



Site 7
 Plan B Profile
 Russellville Airport Master Plan
 Figure 6-8

