Adams

UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

OFFICE OF THE
GENERAL COUNSEL

April 2, 2002

VIA FACSIMILE

Denise Chancellor, Esq.
Utah Attorney General's Office
160 East 300 South, 5th Floor
P.O. Box 140873
Salt Lake City, Utah 84114-0873

In the Matter of
Private Fuel Storage, L.L.C.
(Independent Spent Fuel Storage Installation)
Docket No. 72-22-ISFSI

Dear Ms. Chancellor:

The Staff is providing herewith a document discovered April 1, 2002 that appears to be responsive to your "First Set of Discovery Requests Directed to the NRC Staff," dated June 10, 1999.

Sincerely,

Catherine L. Marco

Catherine L. Marco
Counsel for NRC Staff

cc w/encl: Service List

October 9, 2001

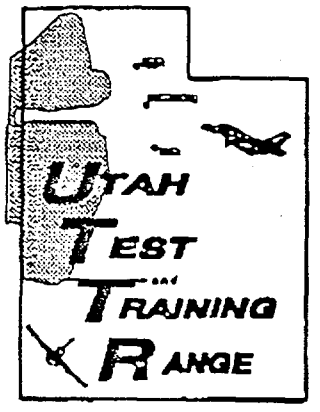
NOTE TO: Docket 72-22 File

FROM: Mark S. Delligatti, PFS Team Leader

SUBJECT: FAX FROM HILL AFB

Attached is a fax from Hill AFB reflecting responses to questions asked of them subsequent to our September 2001, meeting. I have also attached the questions which we asked Mr. Bo Hadley of the 388th Range Squadron at Hill. **This information is pre-decisional**

Attachments: As Stated



Fax Cover Sheet

388th Range Squadron
5948 Southgate Ave
Hill AFB, UT 84056-5232

Date: 9 OCT 01 **Number of Pages:** (Including Cover Sheet) 2

To: MARK DELLIGATTI **Phone:**

FAX: 301-415-8855

From: 388 RANS **Phone:**

FAX: (801)777-6209 Commercial
777-6209 DSN

Remarks:

The Test and Training Range for the 21st Century

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SUBJECT: Skull Valley Hazard Follow-up Questions

1. Not True. Sevier D is only recalled for large force exercises and not daily. Aircraft can fly VFR up to 17,999 in the MOA but we have no record of those numbers.

2. True. Sevier B numbers do include aircraft that enter from the south but that is less than 10% of the total sorties shown.

3. Flying as a wingman typically lowers a pilot's positional orientation, especially in bad weather. Generally only the flight lead is navigating and the wingman is simply flying formation.

4. Aircraft in Skull Valley are in 100% communication with Clover or GCI (i.e. Warrior, Awacs). Clover has high fidelity position tracking capability and can provide a disabled aircraft with location information and vectors if time permits.

5. No. The pilot is very aware of his G's during the G-awareness turns. GLOC typically occurs when the pilot is unprepared for high G onset rates.

6. The MOA is approximately 12 miles wide. The two-mile buffer you refer to is a self-imposed buffer used in the restricted areas. There are no buffers in the MOA's.

FOLLOW-UP QUESTIONS REGARDING AIRCRAFT HAZARDS IN SKULL VALLEY

1. In our meeting on September 7, 2001, it was indicated that approximately half of all F-16 sorties transiting Skull Valley fly in Sevier D MOA, above the 9500' MSL limitation of the Sevier B MOA. Data provided by PFS appear to show a smaller fraction flying in Sevier D MOA. Specifically,

	Sevier B MOA	Sevier D MOA
FY 1998	3871	215
FY 1999	4250	336
FY 2000	5757	240

We are trying to determine out the basis for the apparent difference in the fraction of flights in Sevier D and which number is correct.

2. Are we correct in assuming that not all Sevier B flights involve aircraft transiting Skull Valley? We think that some flights may be flying in the Sevier B MOA and entering the UTTR from directions and locations that do not flying through Skull Valley.

If possible, please indicate the relative number of flights in Sevier B MOA that do not transit Skull Valley anywhere near the proposed PFS site (or at least characterize qualitatively the fraction of non-Skull Valley flights in Sevier B).

3. Can you tell us the approximate percentage of F-16 flights through Skull valley that involve single aircraft flights (as opposed to sorties that are multi-aircraft formations, e.g., 2-aircraft or 4-aircraft formations). Also, does flying in formation tend to help a pilot's orientation and perception in the event of bad weather, G-force induced difficulty, or with other perception problems?

4. To what extent are the F-16 aircraft transiting Skull Valley monitored or in communication with ground based facilities such as Clover Control?

If an F-16 aircraft in Skull valley is tracked by Clover Control or a similar ground based facility, can the facility provide timely location information to the pilot? For example, in the event of engine failure and poor visibility conditions, could Clover Control provide the disabled aircraft with location data such that the pilot's positional awareness would be maintained in spite of visibility conditions?

5. Since G-awareness testing is achieved by executing some turns of the F-16 aircraft, does this mean that typically GLOC (gravity induced loss of consciousness) occurs while the aircraft is turning?

If so, is it reasonable to assume that a GLOC-caused ground impact may involve an aircraft that is not flying in its original flight path? In other words, would an aircraft simply experiencing loss of pilot or engine function have a relatively smaller potential ground impact footprint than an aircraft involved in a GLOC event?

6. In the vicinity of the latitude of the proposed PFS facility (40°24'50" N), what is the effective width of the airspace that is typically used by F-16's transiting Skull Valley? PFS reported to us that the total width would be 12 miles.

The Salt Lake City Sectional Aeronautical Chart also indicates that the air space width, as established by the Sevier B MOA boundaries, is approximately 12 statute miles. However, when we met with you previously, we believe that you had indicated to us that a buffer zone of about 2 statute miles was observed with respect to the Western boundary of the Sevier B MOA (due to the Restricted air space adjoining it) and a 2 statute mile distance was maintained with respect to the Stansbury Mountains in the East. Given the above, what are the correct widths for Sevier B and Sevier D?

Also, where does the 2-mile buffer zone near the Stansbury Mountains lie - i.e., how close are the buffer zone's boundaries to the Stansbury ridgetop and/or the foothills below?