

## CHAIRMAN Resource

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**From:** Bobleyse@aol.com  
**Sent:** Friday, August 14, 2015 11:52 AM  
**To:** CHAIRMAN Resource  
**Cc:** Hannah, Roger; kari\_emon@risch.senate.gov; gfoley@mtexpress.com; heather.dawson@haileycityhall.org  
**Subject:** [External\_Sender] Fwd: A few deep questions and requests

NRC Chairman:

In the email of 8/13/2015, Roger Hannah tells me that, *The NRC does not have specific details about the removal procedures, but Dominion or DOE may be able to provide further information, and that, The specific licensing action is a Part 72 ISFSI technical specification change and there are ongoing discussions between the Dominion, DOE and the NRC regarding this action, including an upcoming September meeting.*

Chairman, it is very strange that NRC is unaware of the details of the removal procedures. What are all of those Resident Inspectors doing and how does stuff like this happen without a detailed and advanced review by NRC? Also it is strange that removal operations took place in advance of the Part 72 ISFSI technical specification change (whatever that is) and the ongoing discussions, etc.?

I asked straightforward questions, and received a reply that does not address several of the questions although that reply certainly has pertinent facts.

Chairman, please get answers to all of my questions and send me a complete report with easily accessible references that tell me what is going on. Apparently rods were removed from several bundles. Apparently the rods will be shipped in a water-filled container which I infer from the statement, *These sister rods will be kept wet at the facility upon arrival.*

It is revealing that, *The rods were placed in a NAC, Inc basket which is in the North Anna spent fuel pool. They will be capped and then placed into a NAC, Inc. transportation cask that is currently scheduled to go to INEL (or Oak Ridge) in January 2016. DOE is planning the route.*

Chairman, get me the answers with accessible references, especially those that have the details of the processes and impact of the pulling of the rods from the fuel assemblies.

Thank you,

Robert H. Leyse

copy by U. S. Mail to:

State of Idaho  
Office of the Attorney General  
700 W. Jefferson Street, Suite 210  
P.O. Box 83720  
Boise, Idaho 83720-0010

From: Bobleyse@aol.com  
To: Roger.Hannah@nrc.gov, OPA2.Resource@nrc.gov  
CC: rthornberry@postregister.com, gfoley@mtexpress.com, CHchairman.resource@nrc.gov  
Sent: 8/13/2015 2:39:52 P.M. Mountain Daylight Time  
Subj: Re: A few deep questions and requests

Roger:

Thank you for the additional data, however, my questions remain unanswered and I believe that it is the NRC's duty to know the answers and provide them to me.

Robert H. Leyse

In a message dated 8/13/2015 10:51:07 A.M. Mountain Daylight Time, Roger.Hannah@nrc.gov writes:

Mr. Leyse –

The specific licensing action is a Part 72 ISFSI technical specification change and there are ongoing discussions between the Dominion, DOE and the NRC regarding this action, including an upcoming September meeting. Dominion, the company that operates the North Anna plant is aware that the State of Idaho Governor and the public are interested in this project and DOE has been the state's point of contact.

The high burn-up (HBU) spent fuel (referred to as sister rods) is being loaded into a cask and being picked up by DOE and EPRI for delivery to INEL (or Oak Ridge):

- 25 analog rods were pulled from North Anna's spent fuel (some from the actual assemblies that will go into the HBU cask); these rods are considered representative of the HBU cask rods.
- The rods were pulled on schedule in June.
- The rods were placed in a NAC, Inc basket which is in the North Anna spent fuel pool. They will be capped and then placed into a NAC, Inc. transportation cask that is currently scheduled to go to INEL (or Oak Ridge) in January 2016. DOE is planning the route.
- These sister rods will be kept wet at the facility upon arrival. Some will be cut up and all of them will be monitored for any changes that occur.
- After 10 years, the fuel from that cask will be shipped to the DOE facility that has received the sister rods. That facility will then compare the sister rods to the HBU cask rods (i.e., compare wet to dry storage) to identify any concerns. This information will form the basis for storing high burn-up fuel in dry containers in the future.

The NRC does not have specific details about the removal procedures, but Dominion or DOE may be able to provide further information.

Please let us know if you have additional questions.

**Roger Hannah, APR**

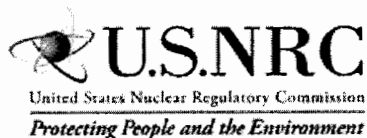
*Senior Public Affairs Officer*

*Region II -- Atlanta, Ga.*

*Office - 404-997-4417*

*Mobile - 404-317-3879*

*roger.hannah@nrc.gov*



**From:** Bobleyse@aol.com [mailto:Bobleyse@aol.com]  
**Sent:** Sunday, August 09, 2015 12:33 PM  
**To:** Hannah, Roger <Roger.Hannah@nrc.gov>; RidsNrrPMNorthAnna Resource <RidsNrrPMNorthAnna.Resource@nrc.gov>; OPA2 Resource <OPA2.Resource@nrc.gov>  
**Cc:** rthornberry@postregister.com; gfoley@mtexpress.com; CHAIRMAN Resource <CHAIRMAN.Resource@nrc.gov>  
**Subject:** [External\_Sender] Fwd: A few deep questions and requests

Roger:

I have not received any reply to my inquiry. Please reply, these are deep concerns, however, the answers are at the NRC's fingertips.

My last question in the forwarded email is: *Have the fuel rods been removed from the bundle?*

Via GOOGLE, I found out that the fuel rods have been removed.

*DOE stated that 25 "sister rods" would be shipped from North Anna to the Idaho National Laboratory (INL) in early 2016. Of the 25 "sister rods," nine with M5 cladding had been chosen and placed into a container in the North Anna spent fuel pool. In addition, approximately 14 fuel rods with Zirlo cladding and a variety of fuel rods with Zircaloy-4 cladding had been chosen as potential "sister rods," but they had not been loaded into the container in the North Anna spent fuel pool.*

So, Roger, the fuel rods have been removed. Apparently the fuel rods were removed from more than one bundle since nine have M5 cladding and approximately 14 fuel rods with Zirlo cladding and a variety of fuel rods with Zircaloy-4 cladding had been chosen. Please tell me about the removal procedures. Were the rods scratched or otherwise impacted?

As I mentioned, there is a lot of commotion in Idaho, and it is not going to evaporate. So, please respond promptly to all of our deep concerns.

Robert H. Leyse

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From: [Bobleyle@aol.com](mailto:Bobleyle@aol.com)  
To: [roger.hannah@nrc.gov](mailto:roger.hannah@nrc.gov)  
CC: [rthornberry@postregister.com](mailto:rthornberry@postregister.com), [gfoley@mtexpress.com](mailto:gfoley@mtexpress.com)  
Sent: 8/1/2015 11:04:03 A.M. Mountain Daylight Time  
Subj: A few deep questions and requests

Roger:

For the distribution of this e-mail, you are:

- Sr. Public Affairs Officer:  
Roger Hannah - 404-997-4417

at the North Anna Power Station, Unit 1

I have a few questions. Here is brief background:

There is commotion in Idaho that arises from the plans to ship 25 fuel rods from North Anna to the Idaho National Laboratory. Here are a few quotes from Idaho news media:

*The proposal called for two shipments of 25 commercial spent nuclear fuel rods, one in June and one in January 2016. In total, the fuel would weigh roughly 200 pounds.*

*The second would be obtained from the North Anna Power Station in Virginia.*

*The second shipment of rods would be used for researching nuclear fuel storage.*

Here are some deep questions and requests:

Tell me how to find the documents on the NRC's web site that detail the licensing by the NRC and that describe the removal of 25 fuel rods from a fuel bundle at the North Anna site.

Since the fuel rods are firmly mounted with spring loading at several points, tell me how the rods are removed without producing significant scratching.

Has the fuel bundle ever been chemically or ultrasonically cleaned?

How many months has the fuel been operated at significant power; that is, greater than fifty percent?

Have the fuel rods been removed from the bundle?

Thank you,

Robert Leyse

P. O. Box 2850

Sun Valley, ID 83353

(208) 622-7740