DEPARTMENT OF THE AIR FORCE
WASHINGTON, DC

Office of the General Counsel

August 23, 1999

Douglas J. Heady
SAF/GCN
1740 Air Force Pentagon
Washington D.C. 20330-1740

U.S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington D.C. 20555

Re: Turkey Point Units 3 and 4
Docket Nos. 50-250 and 50-251
Homestead Air Force Base Property Disposal

On behalf of the Air Force and the Federal Aviation Administration (FAA), I am forwarding the enclosed information to support the assessment of the potential risks associated with proposed civil aircraft operations at former Homestead Air Force Base to Florida Power and Light Company's Turkey Point Nuclear Reactor Facility Units 3 and 4.

The Air Force and FAA are in the process of preparing a Supplemental Environmental Impact Statement (SEIS) to address the environmental impacts of Miami-Dade County's proposal to develop a regional civil airport at the former base, which would also continue to support military and government operations. If the airport became successful quickly and grew vigorously, then by the year 2015 there might be as many as 14,670 people on site, and perhaps as many as 20,440 by the time the airport was fully developed some time thereafter. The SEIS will also examine an alternative involving development of a commercial spaceport at the former base. An initial draft of the SEIS is currently undergoing internal review by the lead and cooperating federal agencies.

Although the SEIS is still undergoing review and revision, we expect the projected aircraft operations to remain relatively stable. The proposed flight paths also represent FAA's thoughts on the most efficient way to integrate Homestead air traffic into the regional routing structure. Therefore, we feel this would be a good time to initiate the analysis to update the Safety Analysis Report for the Turkey Point units. We understand that some of the enclosed information will need to be provided to appropriate staff at Florida Power and Light Company in order for them to effectively and efficiently complete the risk analysis.

The enclosed package also includes three alternative flight track configurations that are under consideration for potential noise abatement.

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We hope these data are helpful and satisfy your requirements. If you have any questions, or require additional information, please feel free to call me at (703) 693-7314 or Ms. Robin Brandin, SAIC, at (505) 842-7933.

Sincerely,

Douglas J. Heady

Douglas J. Heady
Associate General Counsel
(Installations & Environment)

Proposed Aviation Operations at and in the Vicinity of Former Homestead Air Force Base

Science Applications International Corporation (SAIC) is preparing a Supplemental Environmental Impact Statement (SEIS) on behalf of the Air Force and the Federal Aviation Administration (FAA) to address reuse of portions of former Homestead Air Force Base (AFB) as a civil airport (designated Homestead Regional Airport, or HST). The proposed airport would be operated by the Miami-Dade County Aviation Department and support existing Air Force, Air National Guard, and U.S. Customs aviation operations, as well as new commercial, cargo, maintenance, and general aviation operations.

A subcontractor to SAIC, Landrum and Brown, has been working with FAA and Miami-Dade County to identify flight tracks and forecast civil aviation operations for analysis in the SEIS. The results of their studies, summarized here, provide information that can be used to assess any increased risk associated with the Turkey Point Nuclear Reactor Facility. The data included in this summary provide information on types of aircraft and estimated number of operations by aircraft and flight track.

SAIC plans to summarize the results of safety analyses performed and approved by Florida Power and Light Company and the Nuclear Regulatory Commission (NRC), and the information herein is intended to facilitate this analysis. SAIC's understanding is that, according to NRC's Standard Review Plan (NUREG-0800), Paragraph 3.5.1.6 (Aircraft Hazards), Subparagraphs II 1 (a) through (c), risk from aircraft accidents is considered to be sufficiently low to require no further analysis if three conditions are met. These are:

- The plant-to-airport distance (D) is between 5 and 10 statute miles and the projected annual number of operations is less than $500*D^2$, or the distance is greater than 10 statute miles and the projected number of operations is less than $1000*D^2$.
- The plant is at least 5 statute miles from the edge of military training routes, including low-level training routes, except for those associated with a usage greater than 1000 flights per year, or where activities (such as practice bombing) may create an unusual stress situation.
- The plant is at least 2 statute miles beyond the nearest edge of a federal airway, holding pattern, or approach pattern.

The second condition is not at issue; there are no existing military training routes in close proximity to the Turkey Point facility and no plans for changes. The information generated for the proposed regional airport at HST indicates that the first and third conditions will not be met. Former Homestead AFB lies between 5 and 10 miles from the Turkey Point facility, and the airport could potentially support a maximum of 231,000 annual operations. The airport is forecast to have as many as 150,000 annual operations by 2015.

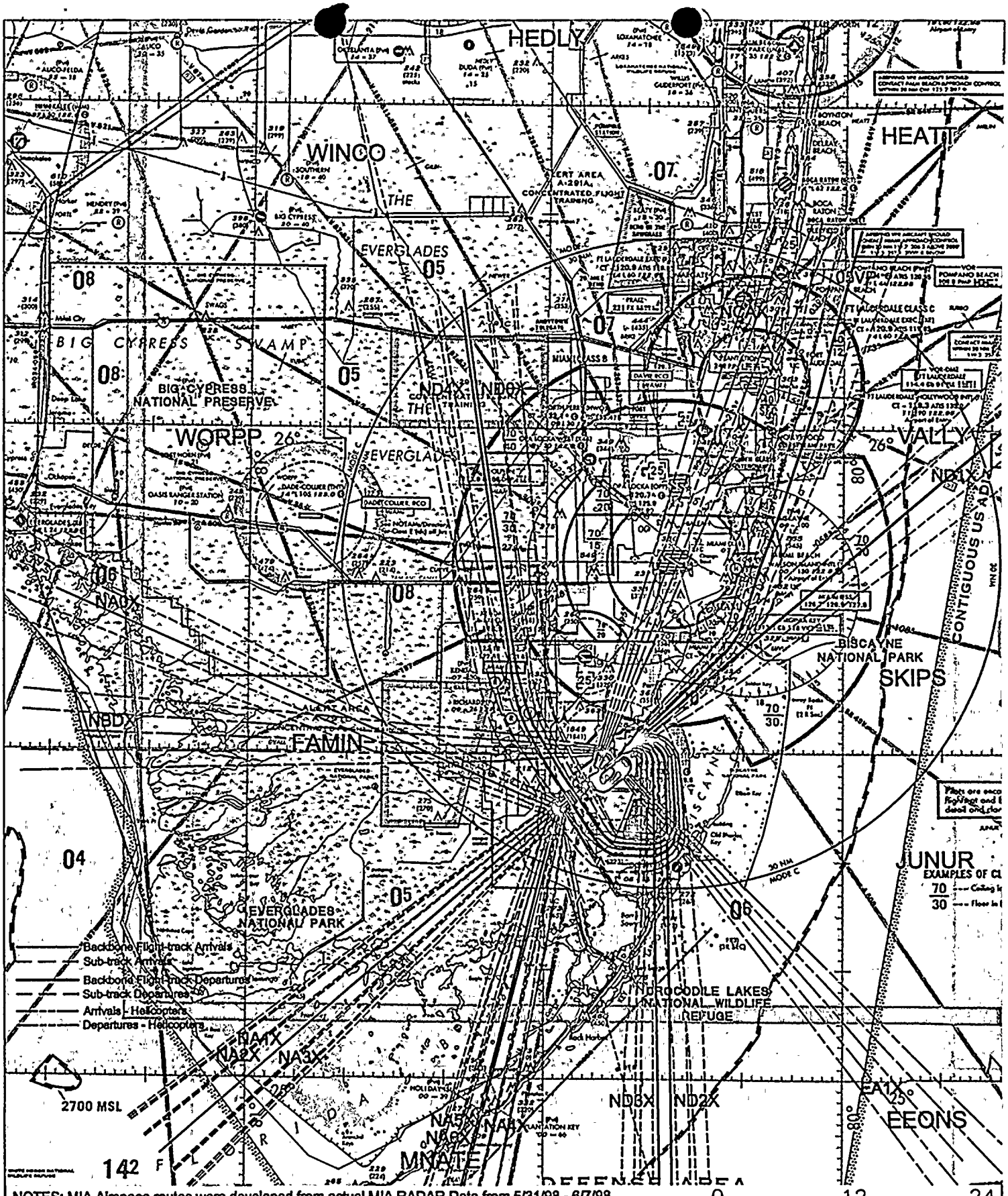
The SEIS is also examining an alternative to the proposed regional airport which would involve developing a commercial spaceport at former Homestead AFB. Very little is currently known

about how spacecraft would operate from the spaceport. The analysis in the SEIS will be based on two proposals received during the scoping process. One proposal, from Kelly Space and Technology, Inc., would involve a manned Astroliner towed into an aerial launch position by a Boeing 474. The two vehicles would return to base separately. The second, proposed by Space Access LLC, involves a new, unmanned vehicle still under development (aerospacecraft, or ASC). The ASC would launch one to two smaller vehicles, the reusable spacecraft (RSC) and the reusable orbital-transfer craft (ROC), also unmanned. They would be launched inside the ASC but return to base individually.

No flight tracks have been identified for these operations, but the current assumption is that they would depart on a relatively straight path to the northeast from Runway 5. Space Access has indicated that they also expect most of the arrivals to come from the northeast, landing to the southwest on Runway 23. For purposes of analysis, a maximum of three missions per week has been estimated, which would involve 9–10 operations (estimated total of 480 operations per year). The military and government operations would also continue.

To assist in performing a safety analysis for the Turkey Point plant, the following exhibits are attached:

- Seven maps showing military/government flight tracks (east flow, west flow, and local patterns) and proposed civil flight tracks (east flow arrivals, east flow departures, west flow arrivals, and west flow departures).
- Twelve maps depicting three possible alternative sets of flight tracks (Alternatives 1 through 3). These alternatives are under consideration for potential noise attenuation. They may or may not be used in lieu of the proposed flight tracks.
- A description of altitude restrictions that would apply to departures and approaches at HST.
- A summary table of forecast annual aircraft operations at HST.
- Detailed tables of average daily operations by flight track (designated by fix) for each aircraft type forecast to use HST. These numbers need to be multiplied by 365 to obtain annual estimates.
- Tables showing annual military/government operations at Homestead ARS.
- A table showing projected annual space launch operations for the commercial spaceport alternative. Note that these must be added to military/government operations to obtain total projected operations.



NOTES: MIA Airspace routes were developed from actual MIA RADAR Data from 5/31/98 - 6/7/98
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Base Map is the Miami Sectional Aeronautical Chart, February 26, 1998, published by National Oceanic Atmospheric Administration for air navigation use.

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GRAPHIC SCALE IN NAUTICAL MILES

Landrum&Brown

HST EAST FLOW FUTURE PROPOSED ITINERANT MILITARY / GOVERNMENT BACKBONE & DISPERSED FLIGHT TRACKS

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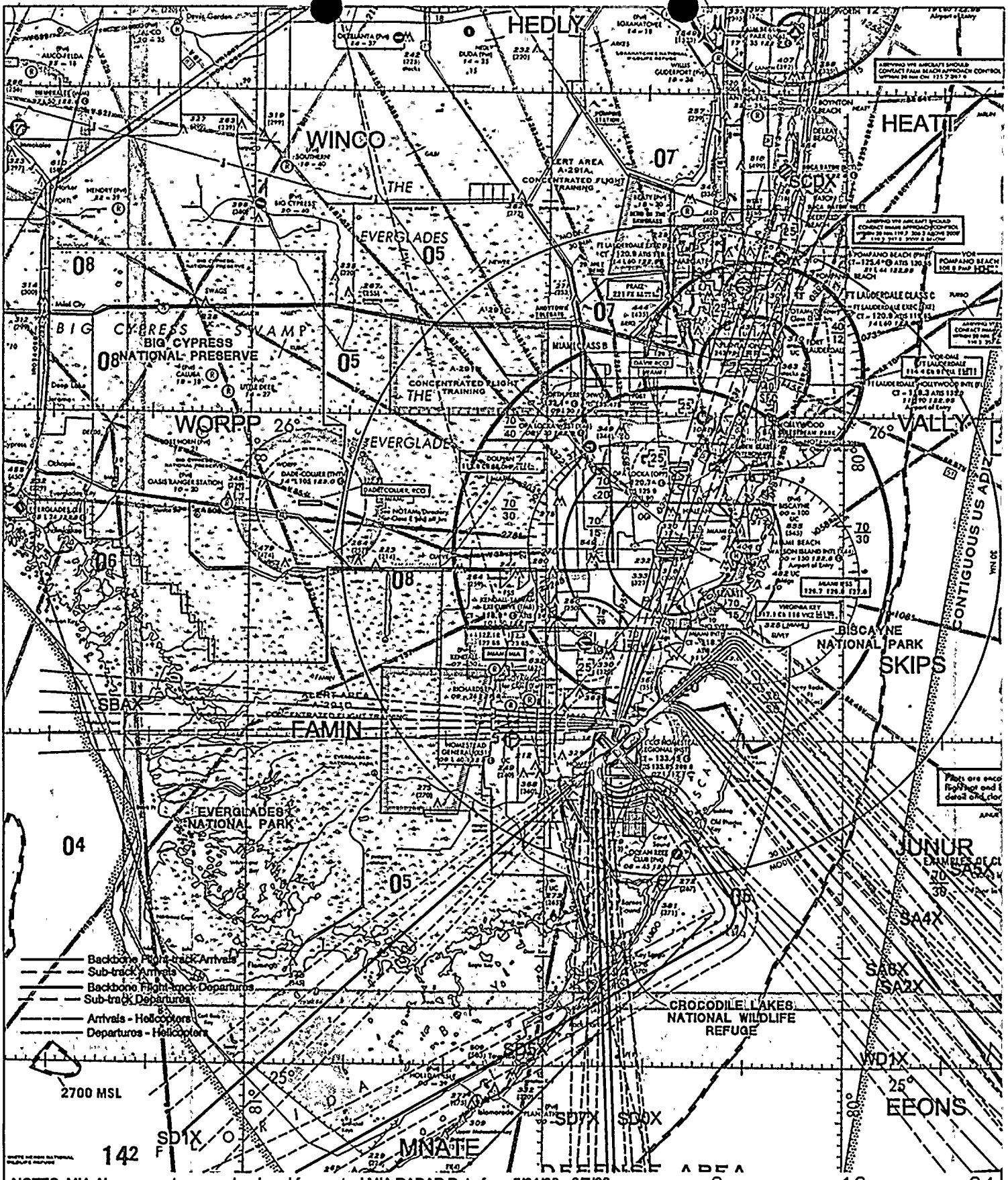

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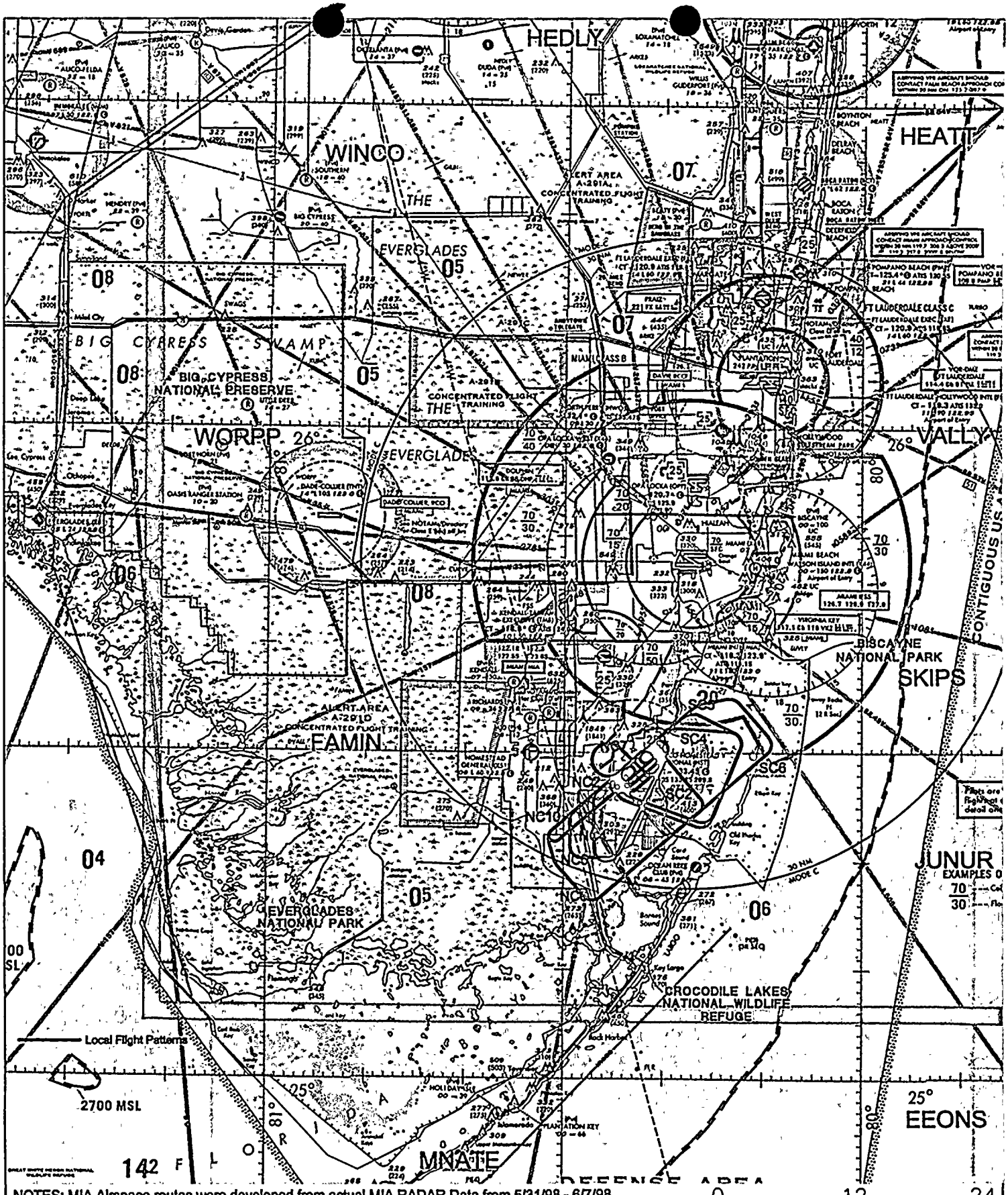

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HST EXISTING & FUTURE LOCAL FLIGHT PATTERN TRACKS

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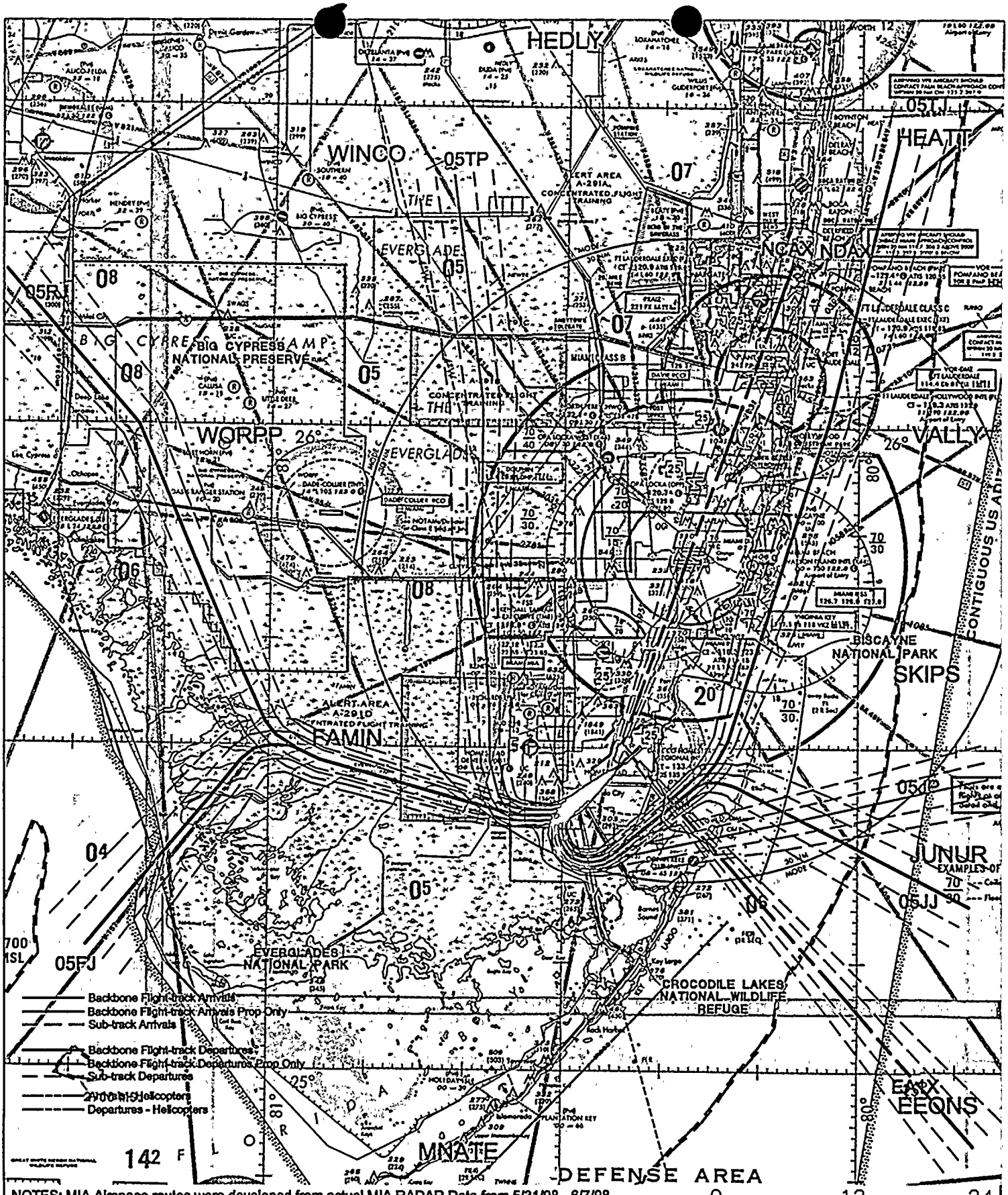

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Landrum&Brown

HST EAST FLOW – ARRIVALS
FUTURE PROPOSED CIVIL ITINERANT
BACKBONE & DISPERSED TRACKS

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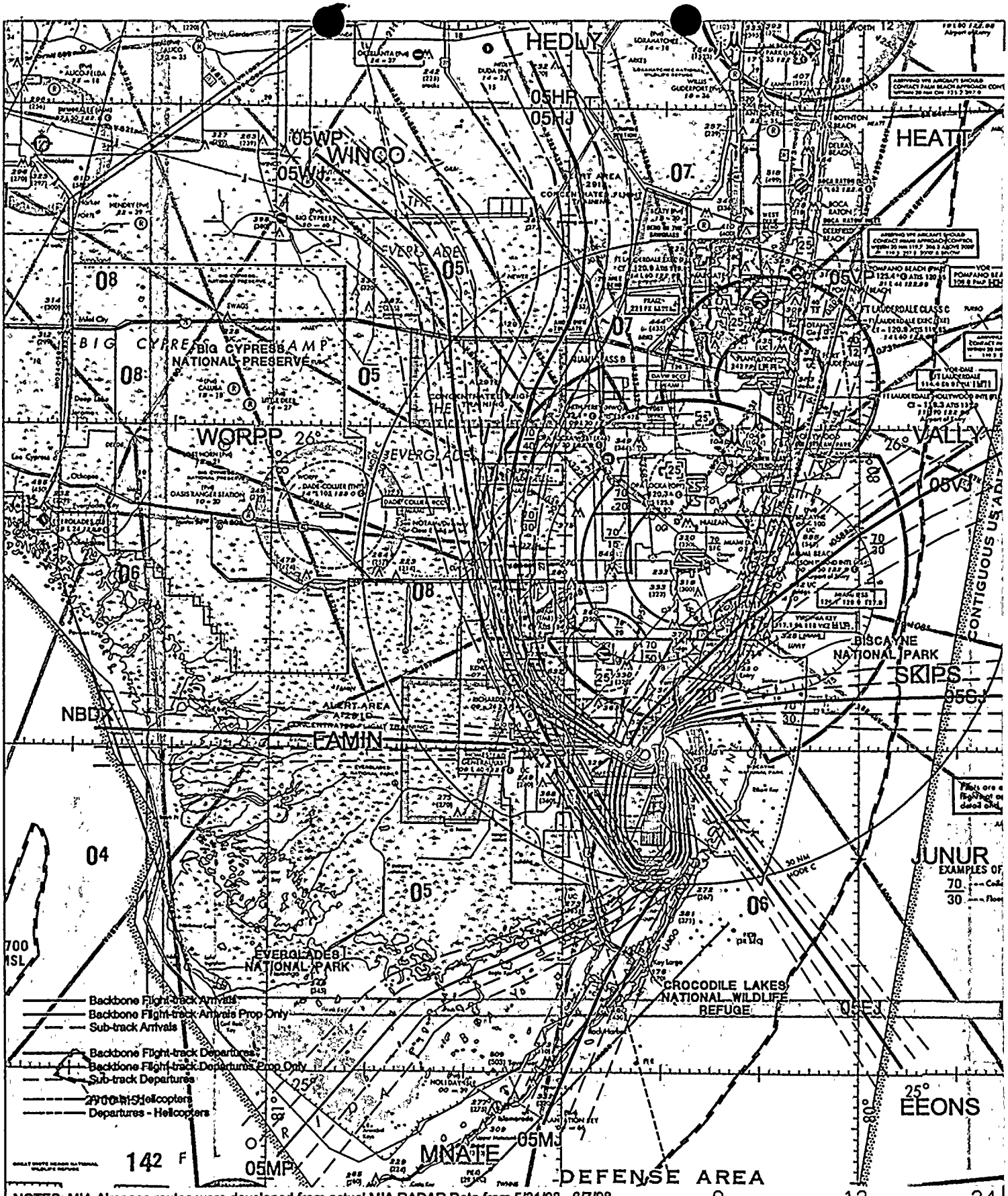

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GRAPHIC SCALE IN NAUTICAL MILES

Landrum&Brown

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FUTURE PROPOSED CIVIL ITINERANT
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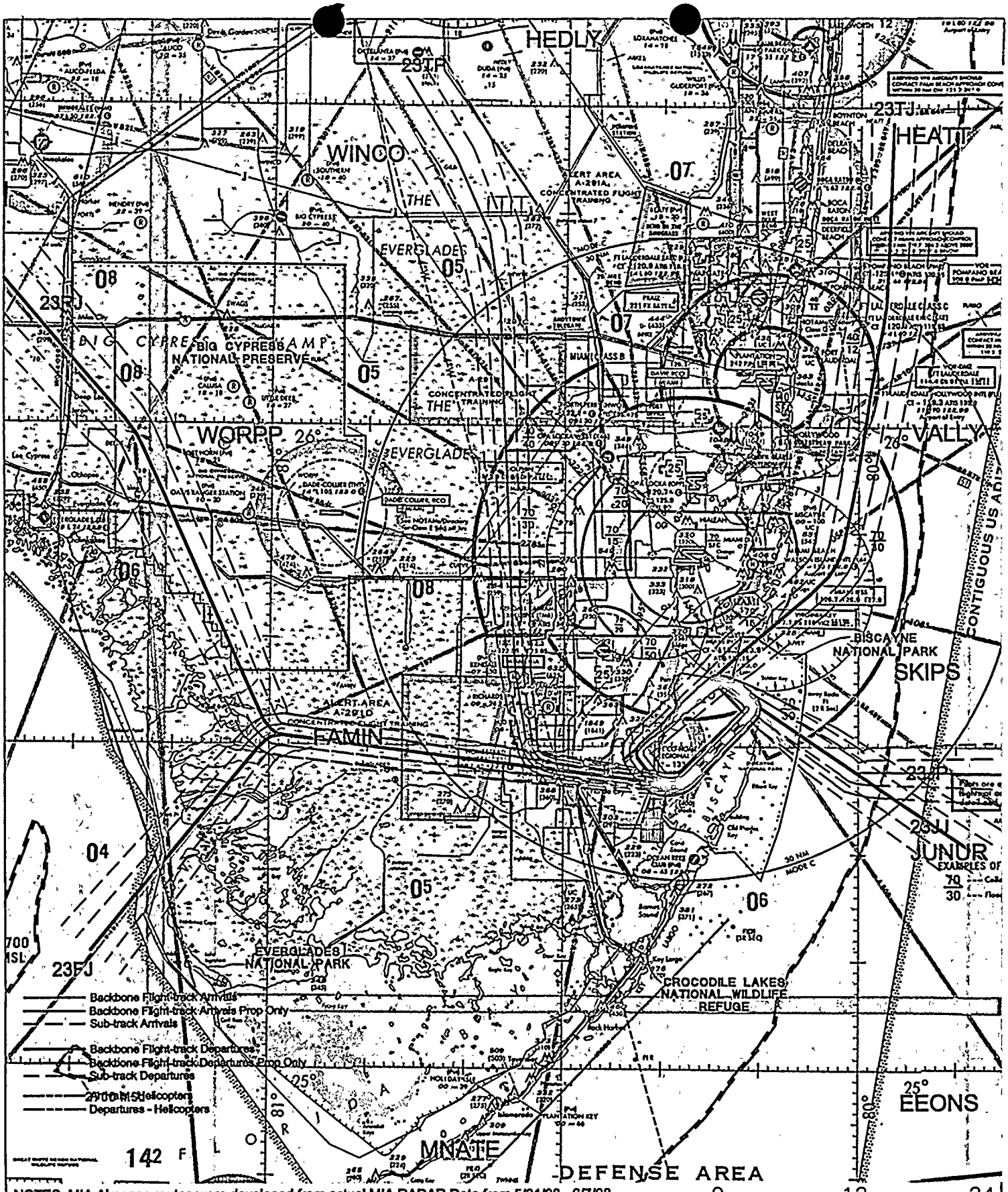

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Landrum&Brown

HST WEST FLOW - ARRIVALS
FUTURE PROPOSED CIVIL ITINERANT
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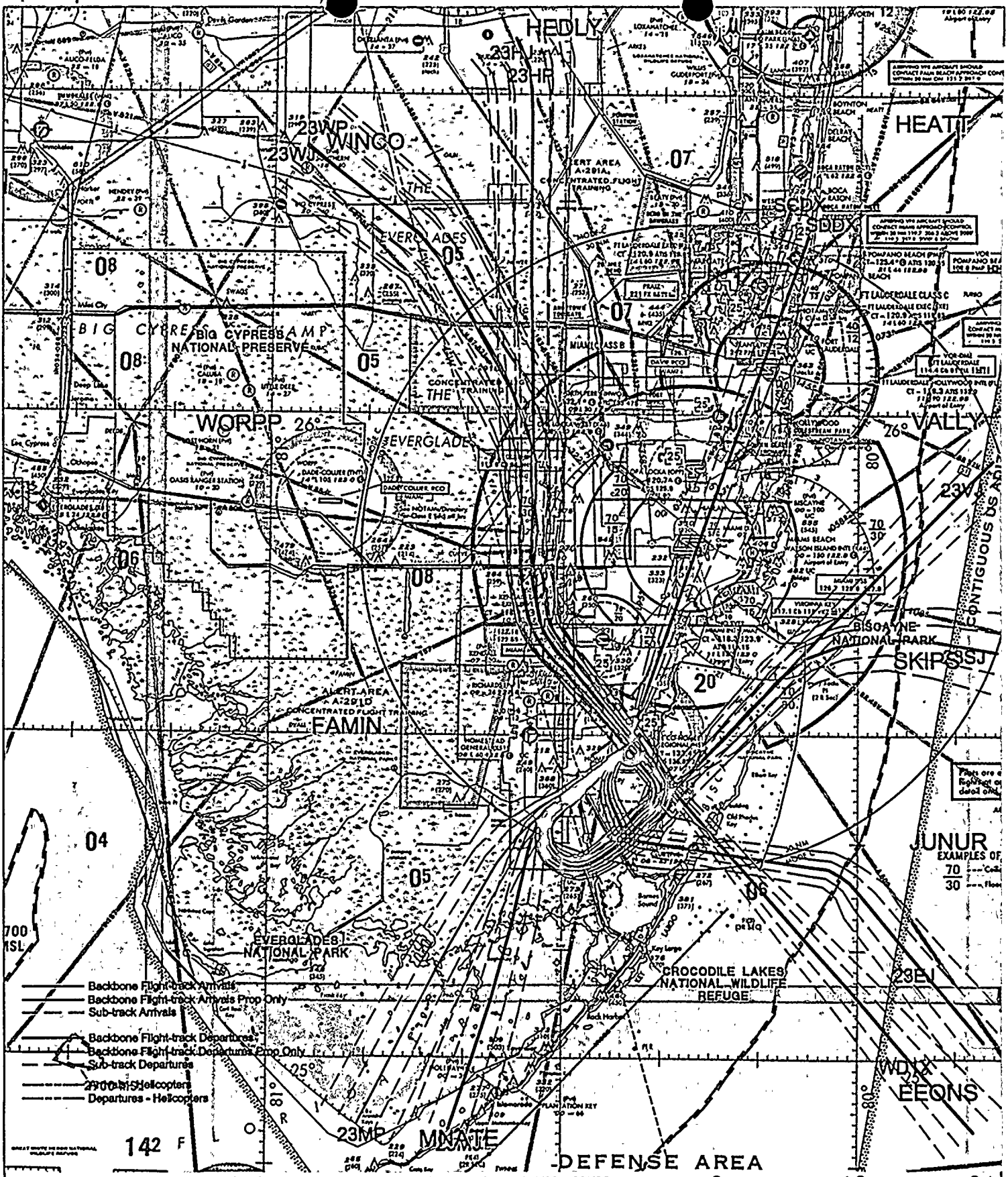

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FUTURE PROPOSED CIVIL ITINERANT
BACKBONE & DISPERSED TRACKS

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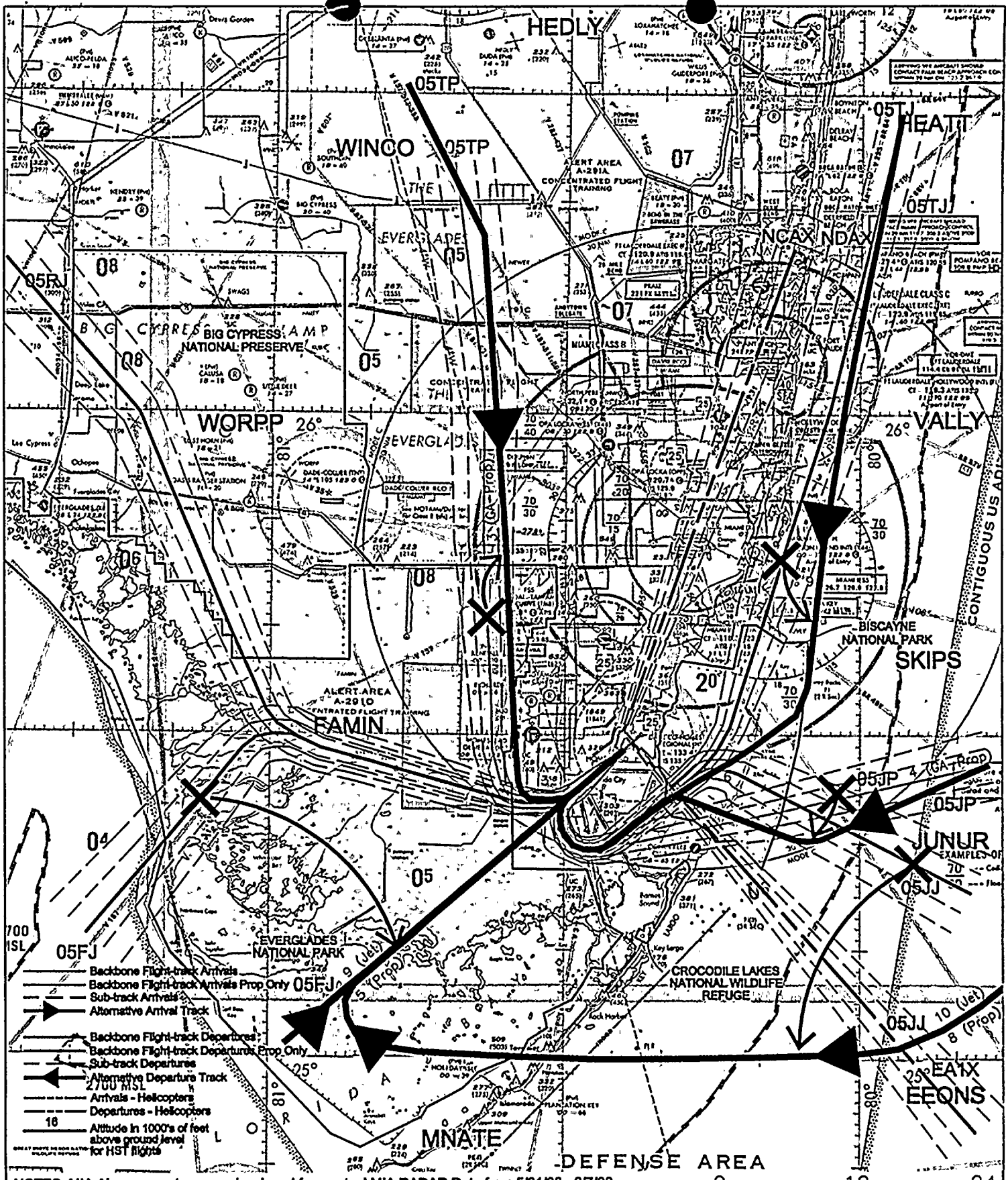

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HST EAST FLOW – ARRIVALS FLIGHT TRACKS ALTERNATIVE 1

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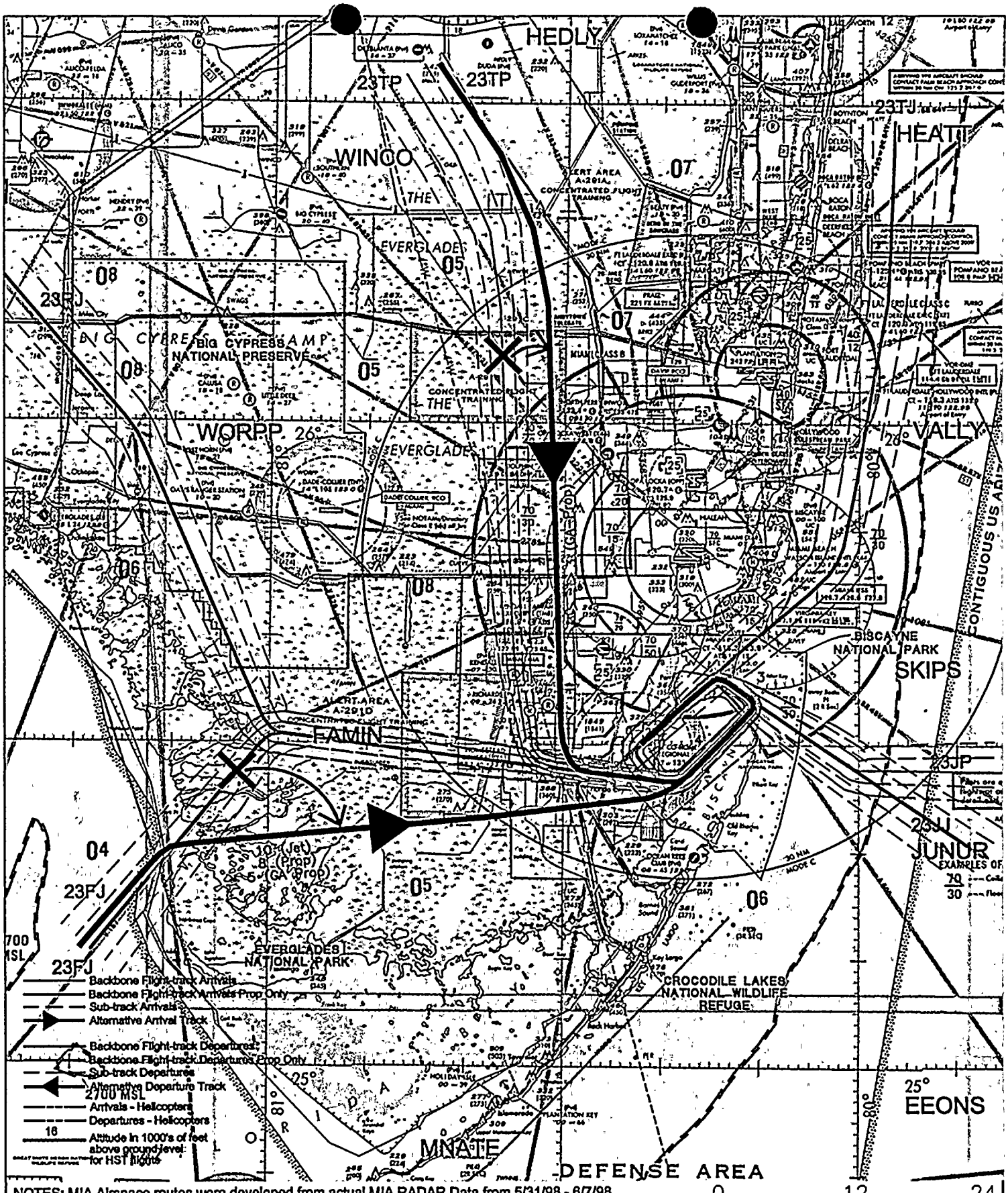

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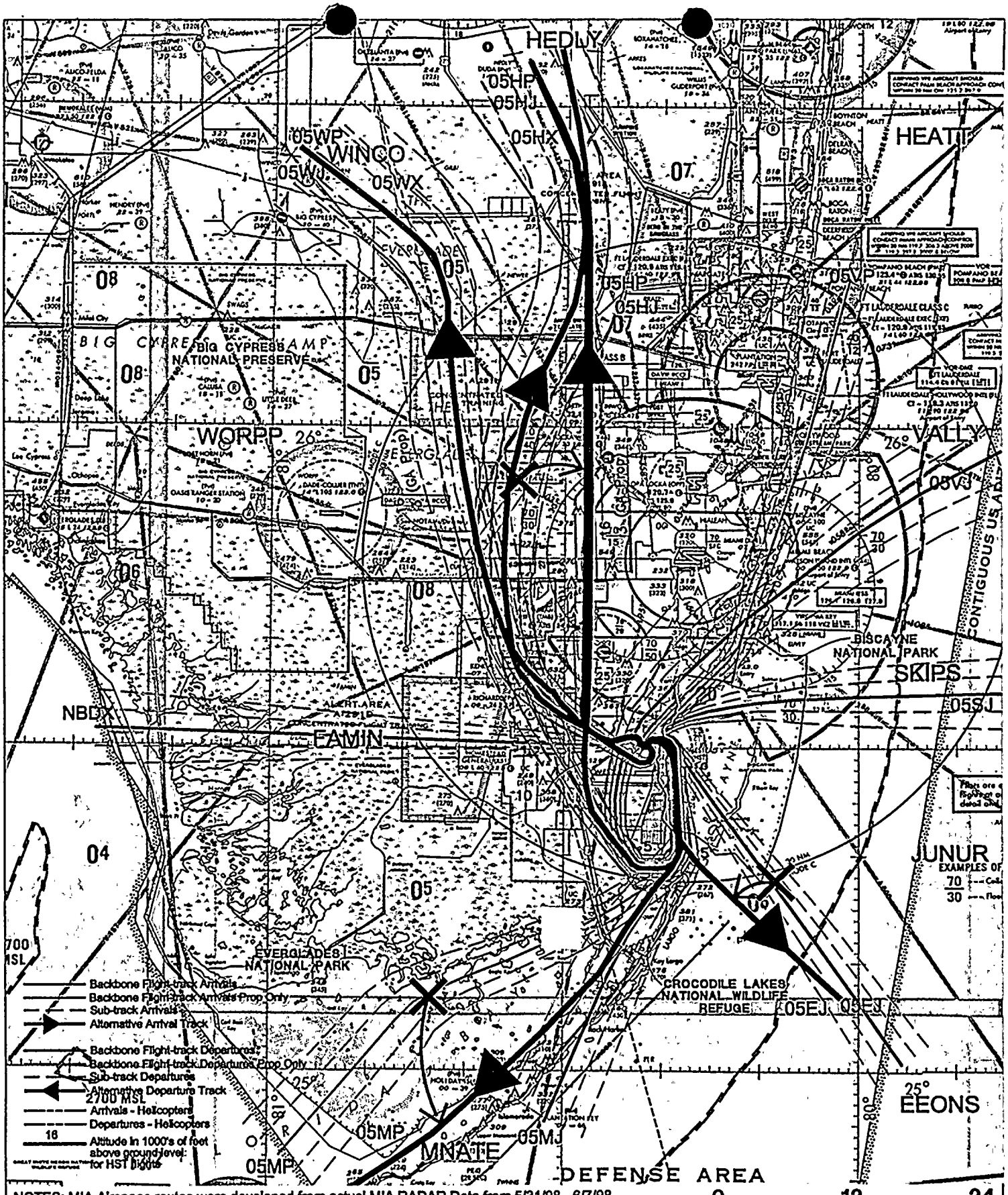

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HST EAST FLOW - DEPARTURES FLIGHT TRACKS ALTERNATIVE 1

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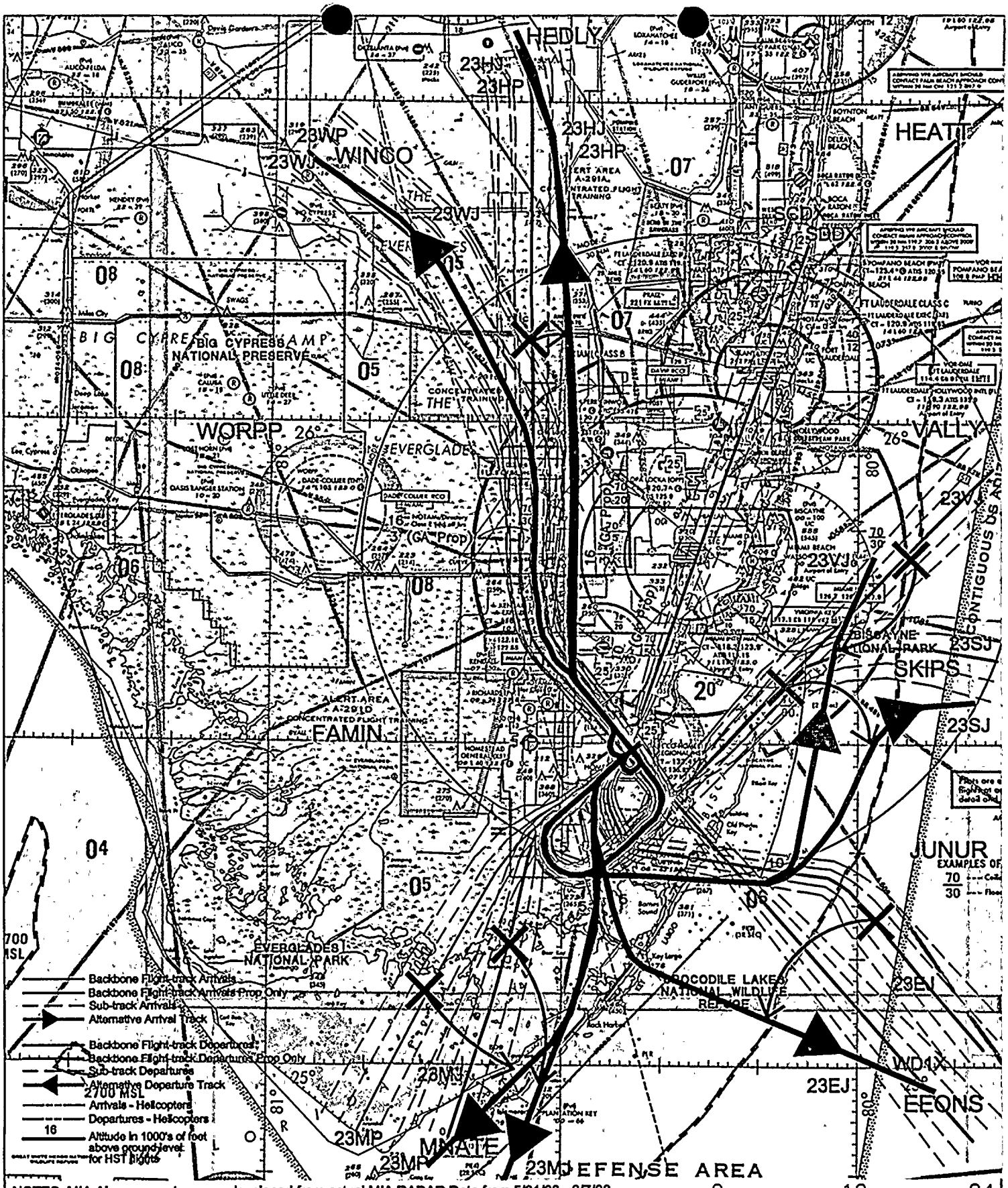

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HST WEST FLOW – DEPARTURES
FLIGHT TRACKS ALTERNATIVE 1

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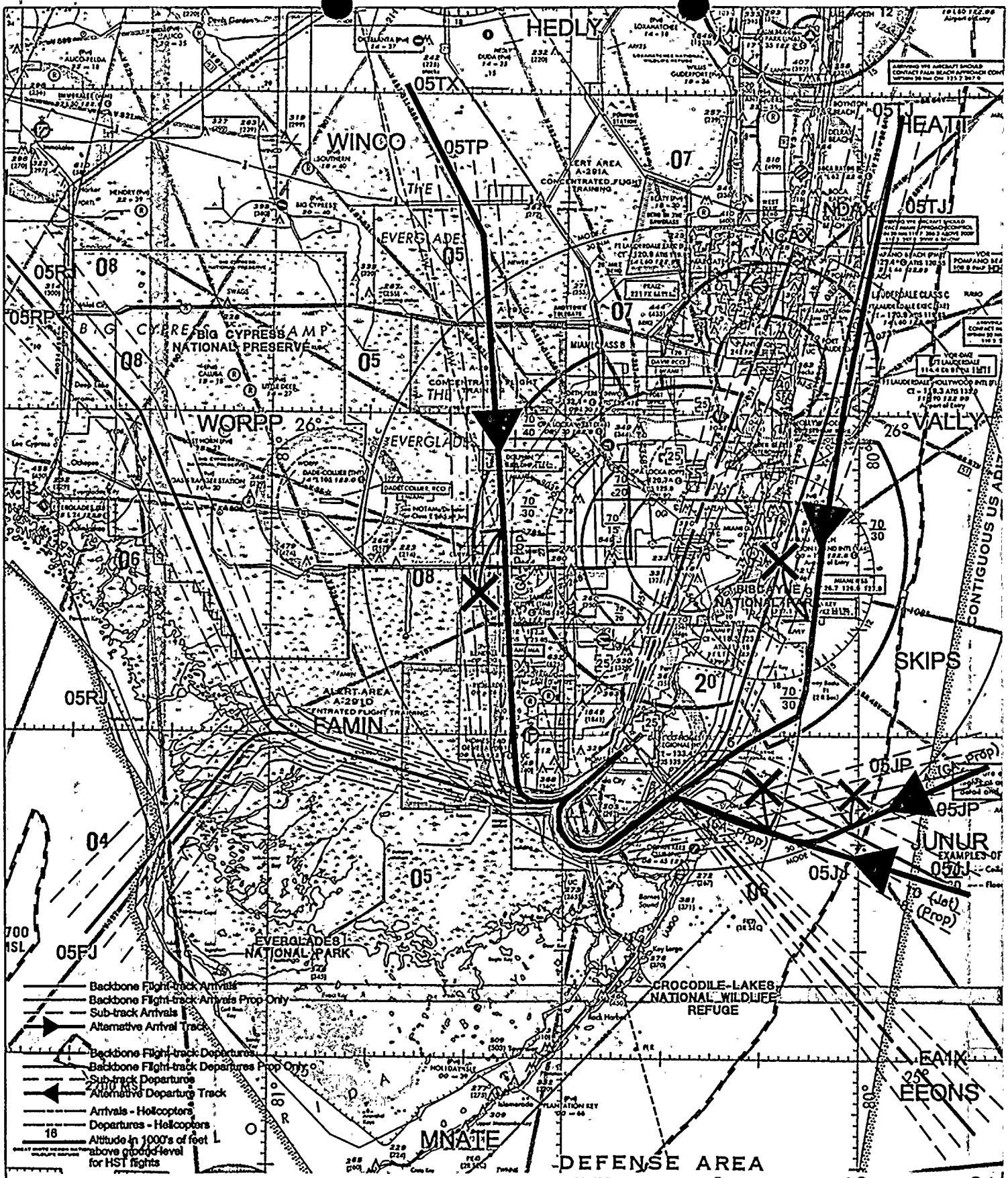

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HST EAST FLOW – ARRIVALS FLIGHT TRACKS ALTERNATIVE 2

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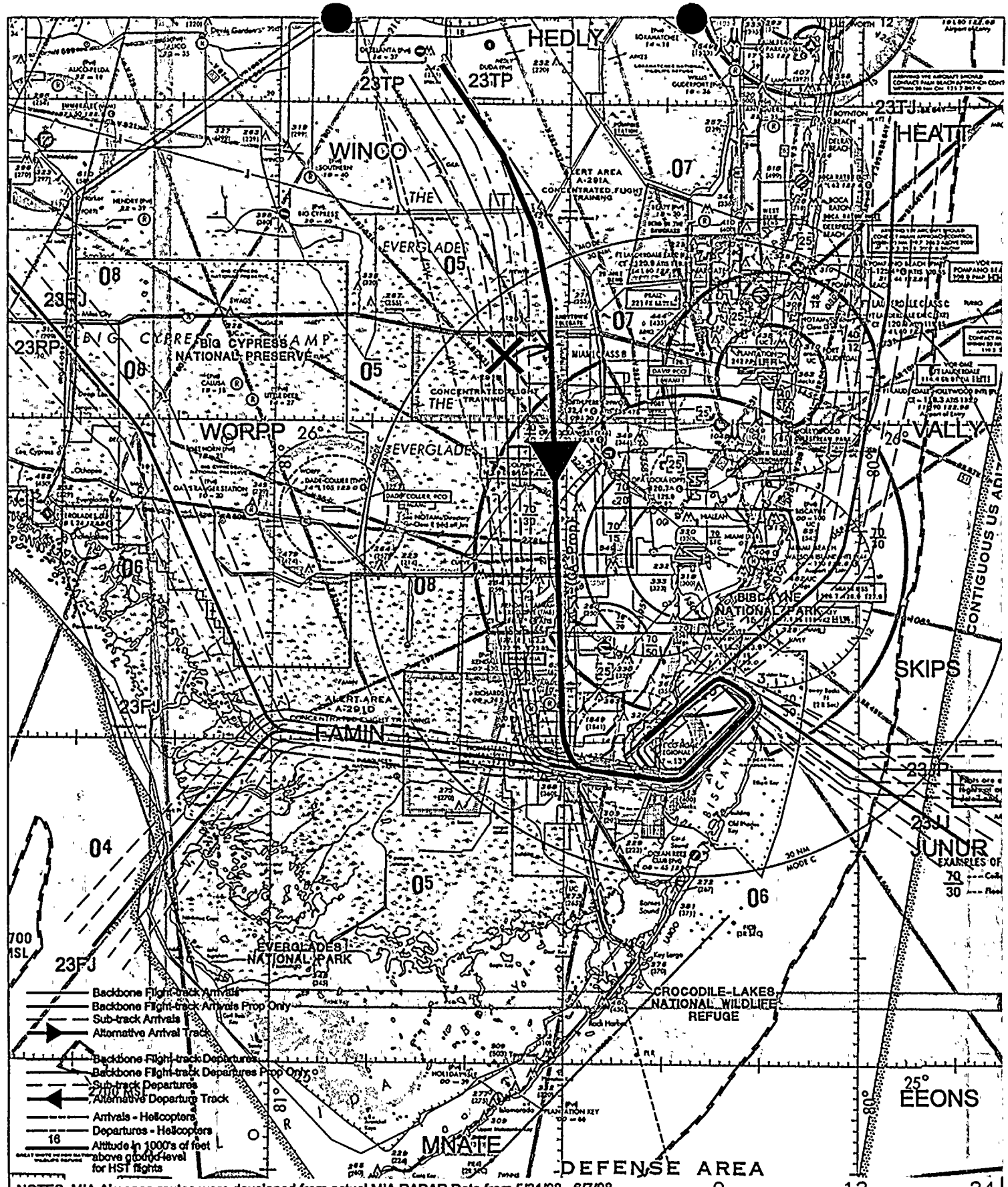

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HST WEST FLOW - ARRIVALS FLIGHT TRACKS ALTERNATIVE 2

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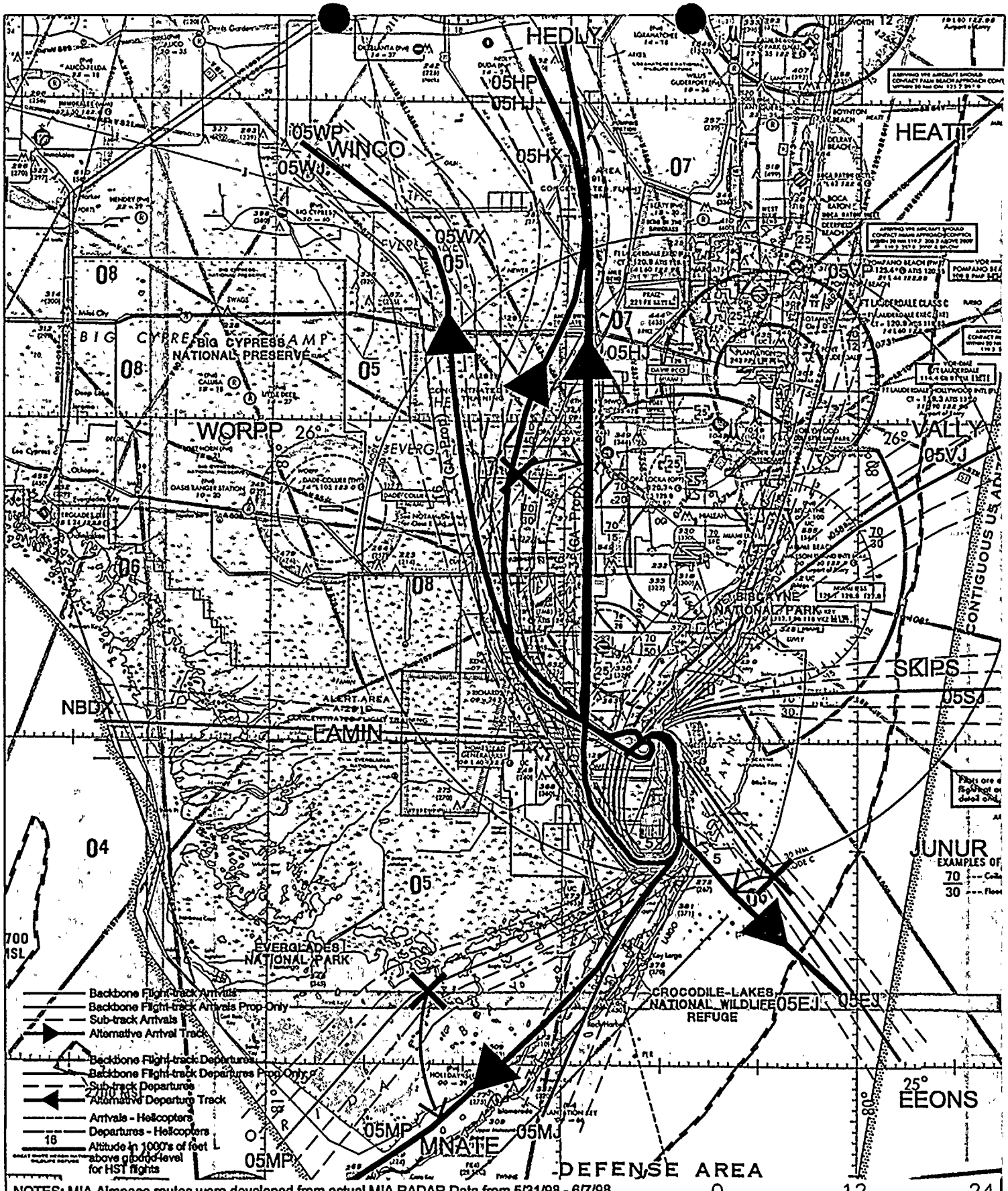

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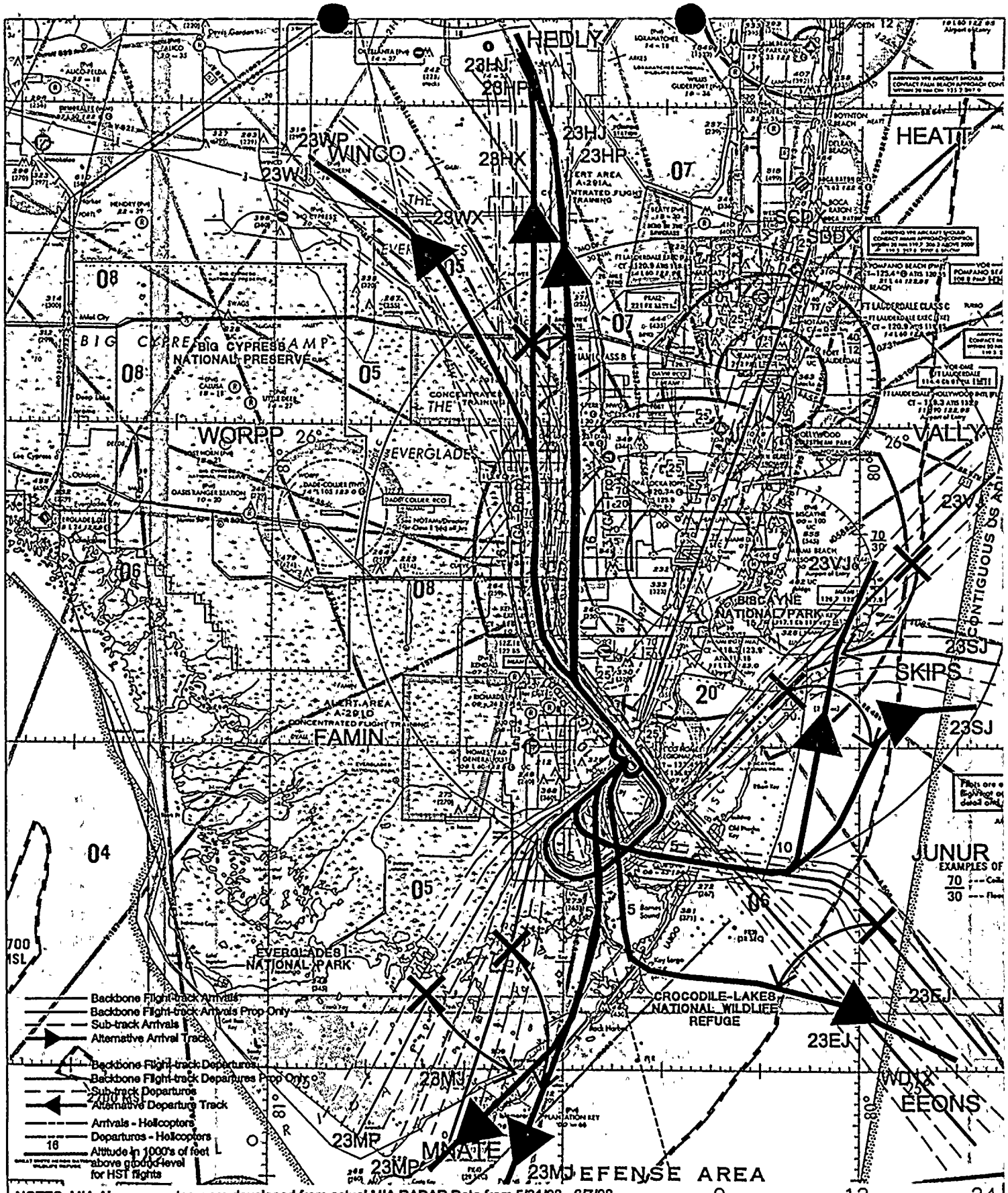

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GRAPHIC SCALE IN NAUTICAL MILES

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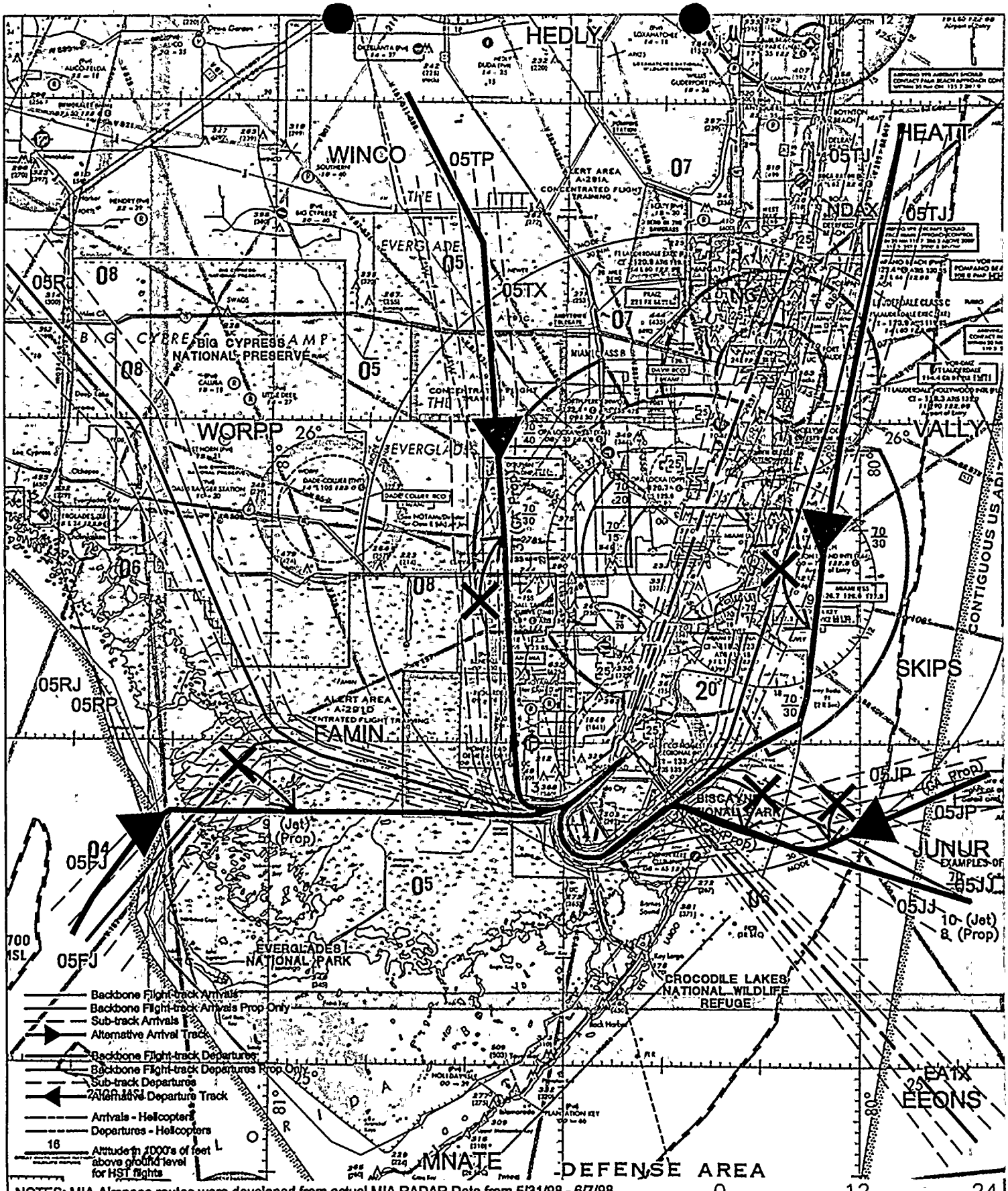

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HST EAST FLOW – ARRIVALS FLIGHT TRACKS ALTERNATIVE 3

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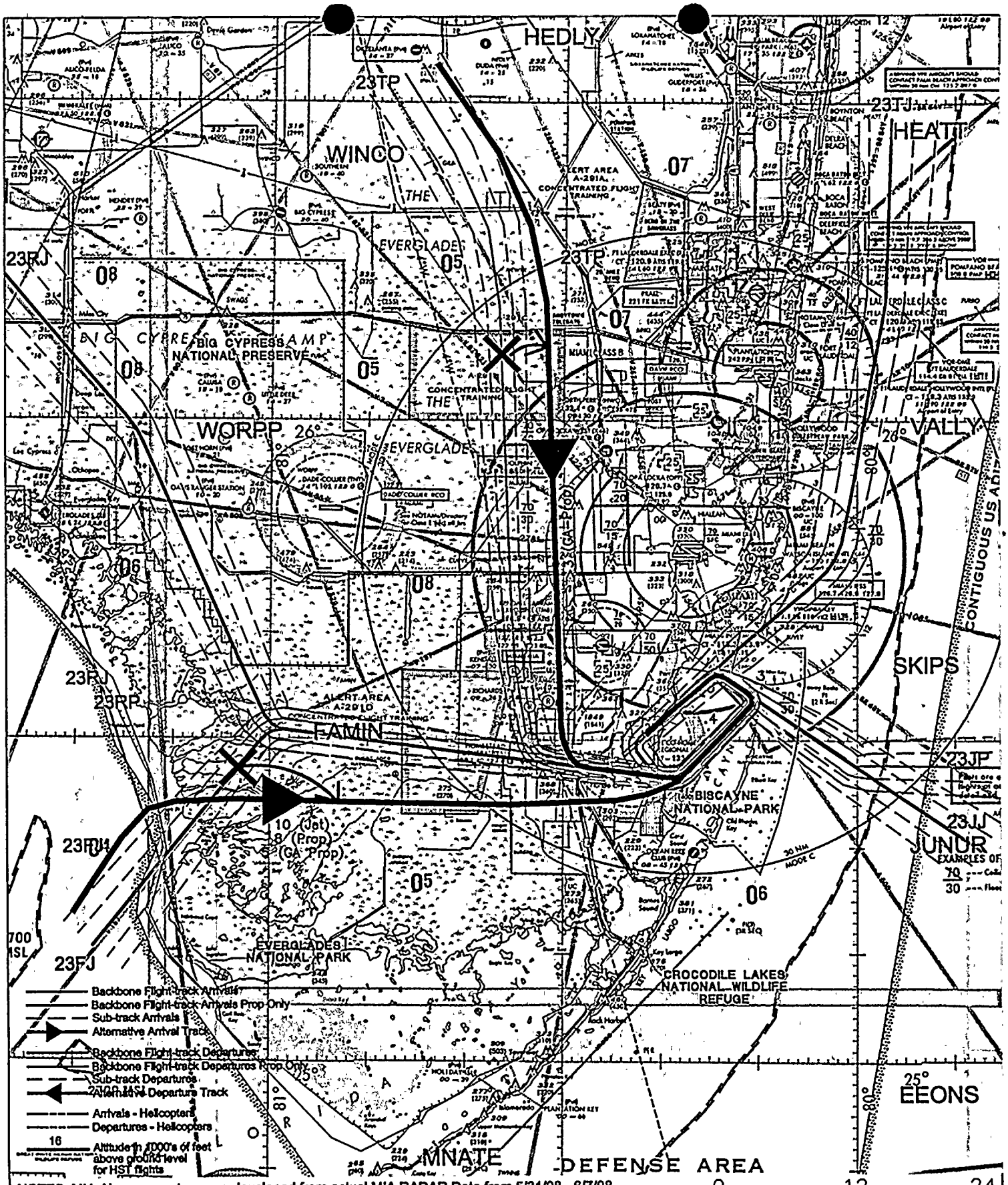

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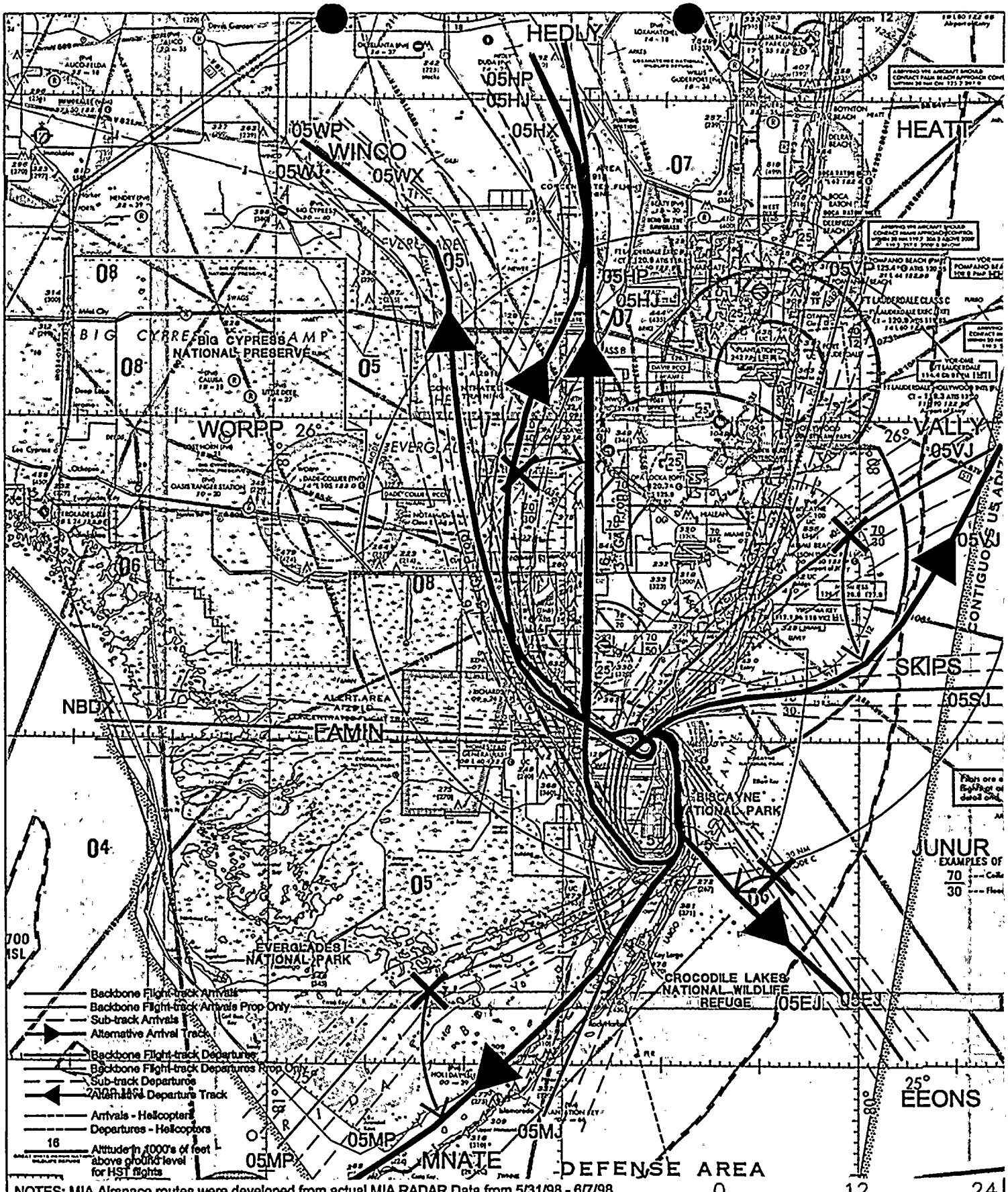

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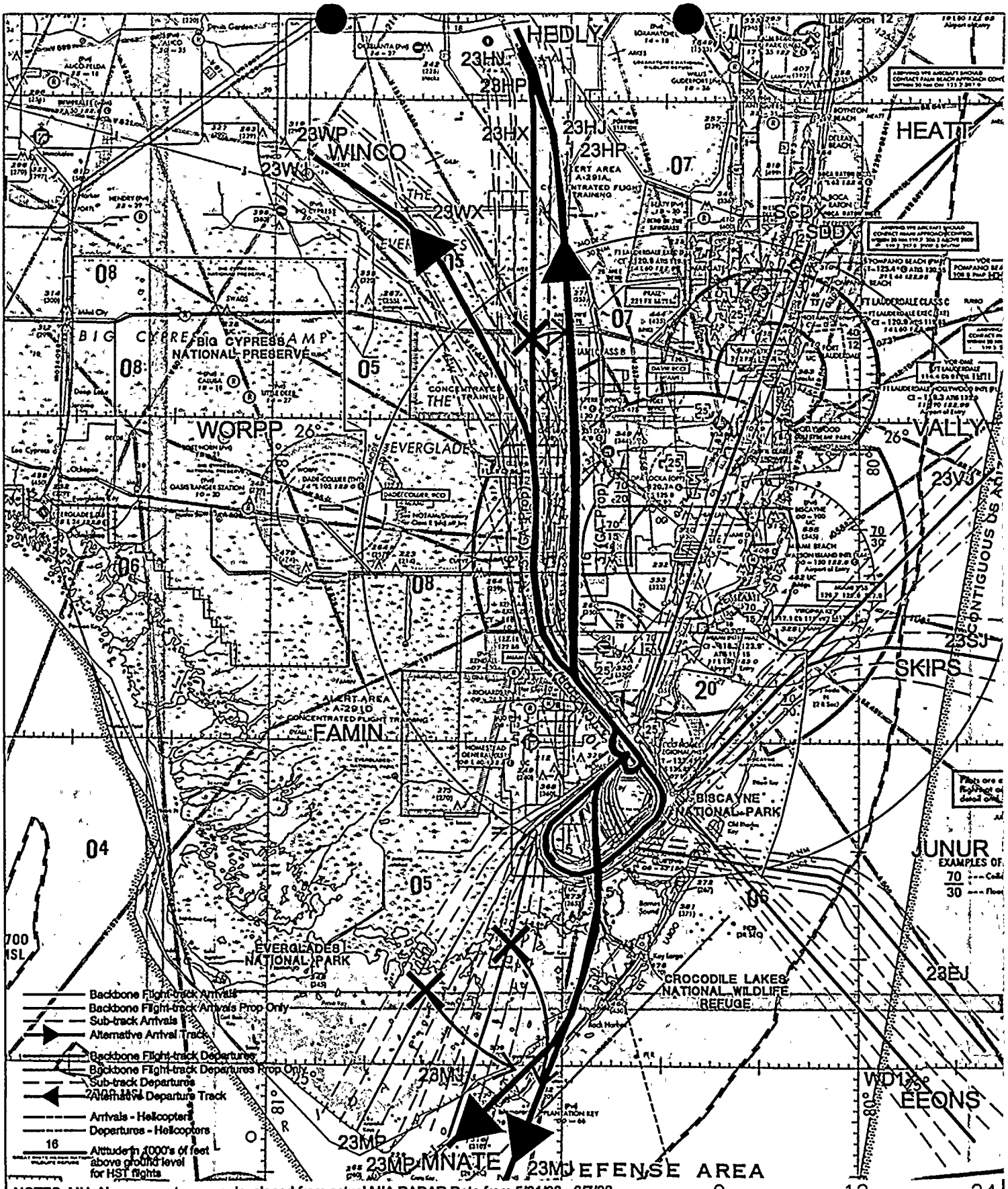

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See Layer Manager: WF-D ALT3

HST Departure and Arrival Altitude Restrictions

In east flow, the following altitude restrictions would apply to departures:

- Jet and turboprop departures to WINCO and HEDLY will turn right and climb along the flight path until reaching an altitude of 5,000 feet MSL. They will maintain that altitude until crossing under the downwind approach from JUNUR and HEATT to Homestead. When clear of approach traffic, they may climb unrestricted to cross over the MIA approaches from FAMIN and WORPP at 10,000 feet MSL or more. This course overflys the western portion of Biscayne NP at 5,000 feet MSL.
- Jet and turboprop departures to VALLY will turn right and climb along the flight path until reaching an altitude of 5,000 feet MSL. They will maintain that altitude until crossing under the downwind approach from JUNUR and HEATT to Homestead. When clear of approach traffic, they may climb unrestricted to cross over the MIA approaches from JUNUR and HEATT at 10,000 feet MSL or more. This course overflys the western portion of Biscayne NP at 5,000 feet MSL.
- Jet and turboprop departures to SWIMM will turn right and climb along the flight path until reaching an altitude of 7,000 feet MSL. They will maintain that altitude until crossing under the JUNUR approach course to MIA. When clear of approach traffic, they may climb unrestricted. This course overflys the center of Biscayne NP at 7,000 feet MSL.
- Jet and turboprop departures to ELLEE and MNATE will turn right and climb along the flight path until reaching an altitude of 5,000 feet MSL. They will maintain that altitude until crossing under the downwind approach from JUNUR and HEATT to Homestead. When clear of approach traffic, they may climb unrestricted. This course overflys the western portion of Biscayne NP at 5,000 feet MSL.

The following altitude restrictions would apply to east flow approaches:

- Jet and turboprop approaches from WORPP will cross the fix at 9,000 feet and 5,000 feet MSL, respectively, and maintain that altitude until reaching FAMIN. After passing FAMIN, they will descend and enter the final approach course at 3,000 feet MSL.
- Jet and turboprop approaches from FAMIN will cross the fix at 9,000 feet and 5,000 feet MSL, respectively, join WORPP traffic and descend to enter the final approach course at 3,000 feet MSL.
- Jet and turboprop approaches from HEATT the JUNUR approach to MIA at 9,000 feet MSL, then descend to intercept the downwind segment of the Homestead approach at 6,000 feet MSL. They will then descend to enter the final approach course at 3,000 feet MSL.
- Jet and turboprop approaches from JUNUR will cross the fix at 10,000 feet MSL and 8,000 feet MSL, respectively, and then descend to intercept the downwind approach at 6,000 feet MSL. They will then descend to enter the final approach course at 3,000 feet MSL.

When in west flow, the airspace restraints on climb and descent are slightly different than those of east flow. West flow altitude restrictions on departures are:

- Jet and turboprop departures to WINCO and HEDLY will climb unrestricted to cross over the airport at or above 10,000 feet MSL and cross the MIA approaches from WORPP and FAMIN at or above 16,000 feet MSL.
- Jet and turboprop departures to VALLY and SWIMM will climb unrestricted to pass abeam Homestead at 10,000 feet MSL and then climb unrestricted to 16,000 feet MSL and above.
- Jet and turboprop departures to ELLEE climb and maintain 5,000 feet MSL to pass under VALLY/SWIMM departures from Homestead and then climb unrestricted to 16,000 feet MSL and above.
- Jet and turboprop departures to MNATE climb unrestricted to 16,000 feet MSL and above.

West flow constraints on approach operations are:

- Jets, turboprop, and light general aviation prop aircraft will cross the WORPP fix at 10,000 feet MSL, 8,000 feet MSL, and 5,000 feet MSL, respectively, and maintain that altitude until reaching the FAMIN intersection. They will then descend/fly level to intercept the left downwind approach at 5,000 feet MSL and the final approach course at 3,000 feet MSL.
- Jets, turboprop, and light general aviation prop aircraft will cross the FAMIN fix at 10,000 feet MSL, 8,000 feet MSL, and 5,000 feet MSL, respectively, joining the inbound traffic from the WORPP fix. They will then descend/fly level to intercept the left downwind approach at 5,000 feet MSL and the final approach course at 3,000 feet MSL.
- Jet and turboprop approaches from HEATT will cross the JUNUR approaches to MIA at 10,000 feet MSL. They will then descend and fly over the top of Homestead Regional Airport at 9,000 feet MSL, then descend to intercept the downwind portion of the Homestead approach at 6,000 feet MSL. After intercepting the downwind approach, they will descend and intercept the final approach course at 3,000 feet MSL.
- Jet and turboprop approaches from JUNUR will cross the fix at 9,000 feet MSL and 6,000 feet MSL, respectively, and then intercept the left base approach at 3,000 feet MSL. They will then fly level to intercept the final approach course at 3,000 feet MSL.

Special departure and approach profiles were developed for each aircraft type projected to operate at Homestead in future years. The general rule for the development of these altitude-distance profiles was that an aircraft was assumed to climb or descend unrestricted until reaching the constraining altitude, at which point it would transition to a level flight segment until beyond the area of constraint. This generally results in a stair-step altitude-distance profile.

Homestead Regional Airport
Annual Aircraft Operations Forecast Summary

		Current	FORECAST			
		(1997)	2000	2005	2015	Maximum Use One Runway
Commercial Passenger						
Long Term, Market Driven						
Latin America, Caribbean, International						
Turboprop	(Dash-8,ATR-42, SWM, SF3)	0	0	0	22,130	4,500
Regional Jet	(CRJ, EM4)	0	0	0	7,260	28,500
Narrowbody Jet	(B-737/500/300/900, A320)	0	0	0	4,460	17,500
Widebody Jet	(MD-11, B-767)	0	0	0	660	660
Domestic						
Turboprop	(Dash-8,ATR-42, SWM, SF3)	0	0	0	1,490	2,500
Regional Jet	(CRJ, EM4)	0	0	0	760	11,500
Narrowbody Jet	(B-737/500/300/900, A320)	0	0	0	1,410	13,500
B-757	(B-757)	0	0	0	380	4,000
Widebody Jet	(MD-11, B-767)	0	0	0	510	510
TOTAL Market Driven					39,060	83,170
Niche Market Service						
Latin America, Caribbean, International						
Turboprop	(Dash-8,ATR-42, SWM, SF3)	0	0	4,570	7,300	25,573
Domestic						
Narrowbody Jet	(B-737/500/300/900, A320, MD-80) 1/	0	0	3,040	4,860	17,500
TOTAL Niche Market				7,610	12,160	43,073
TOTAL COMMERCIAL				7,610	51,220	126,243
General Aviation						
Single engine	(C150, C172)		26,304	27,993	33,821	29,000
Multi Engine	(PA31)		10,430	12,100	16,260	21,000
Jet	(Lear, Citation)		2,090	2,550	3,610	3,610
Helicopter			2,010	2,490	3,080	3,161
TOTAL GA			40,834	45,133	56,771	56,771
Aircraft Maintenance						
Turboprop	(Dash-8,ATR-42, SWM, SF3)	0	0	330	620	430
Narrowbody Jet	(B-737 series, A-320, MD-80, B-727)	0	0	120	410	600
Widebody Jet	(MD-11, B-767)	0	0	120	440	440
TOTAL MAINTENANCE				570	1,470	1,470
Cargo						
Express Carrier						
Narrowbody Jet	(B-727, MD-80)	0	0	0	12,570	8,500
Heavy Jet	(B-757, B-767, MD-11)	0	0	0	6,280	10,500
Miscellaneous Cargo						
Turboprop	(Cessna Caravan, King Air)	0	0	1,040	0	
Narrowbody Jet	(B-727, MD-80)	0	0	520	2,600	7,966
TOTAL CARGO				1,560	21,450	26,966
Military/Government						
U.S. Air Force	F-16C	12,000	12,000	12,000	12,000	12,000
U.S. Air Force	F-15	1,100	1,100	1,100	1,100	1,100
Transient	C-141 (C-17 in 2015) 2/	104	104	104	104	104
Transient	C-5	20	20	20	20	20
Transient	P-3	1,500	1,500	1,500	1,500	1,500
Transient	H65	1,500	1,500	1,500	1,500	1,500
U.S. Customs	PA31	900	900	900	900	900
U.S. Customs	C206	900	900	900	900	900
U.S. Customs	H60	900	900	900	900	900
U.S. Customs	C550	900	900	900	900	900
TOTAL MILITARY		19,824	19,824	19,824	19,824	19,824
TOTAL OPERATIONS		19,824	60,658	74,697	150,735	231,274

Note: Representative aircraft are provided by category. Actual fleet will depend on the carriers operating at HST.

1/ MD-80 aircraft is assumed to operate in 2005 but not in 2015 under this category.

2/ C-141 is assumed to be replaced by the C-17 in 2015.

Prepared by Landrum & Brown, 1998.

Homestead Regional Airport SEIS
Civilian Arrival Operations by Flight Track
Average Daily Itinerant Traffic by Year
FAMIN Fix

	East Traffic Flow (Runway 5) Track 05FJ or 05FP								West Traffic Flow (Runway 23) Track 23FJ or 23FP							
	2000		2005		2015		Maximum		2000		2005		2015		Maximum	
Aircraft Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
A320 (A320)	0.00	0.00	0.01	0.00	0.66	0.07	2.53	0.27	0.00	0.00	0.00	0.00	0.05	0.01	0.20	0.02
B-727 (727EM2)	0.00	0.00	0.05	0.01	1.56	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.01	0.00	0.00
B-737/300 (737300)	0.00	0.00	0.01	0.00	0.66	0.07	2.53	0.27	0.00	0.00	0.00	0.00	0.05	0.01	0.20	0.02
B-737-500 (737500)	0.00	0.00	0.01	0.00	0.66	0.07	2.53	0.27	0.00	0.00	0.00	0.00	0.05	0.01	0.20	0.02
B-757 (757RR)	0.00	0.00	0.00	0.00	0.64	0.07	1.08	0.12	0.00	0.00	0.00	0.00	0.04	0.00	0.07	0.01
B-767 (767300)	0.00	0.00	0.01	0.00	0.51	0.05	0.72	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
CRJ, EM4 (CL601)	0.00	0.00	0.00	0.00	3.10	0.33	12.18	1.31	0.00	0.00	0.00	0.00	0.25	0.03	0.97	0.10
Lear, Citation (LEAR35)	0.23	0.02	0.27	0.03	0.46	0.05	0.70	0.07	0.02	0.00	0.02	0.00	0.03	0.00	0.05	0.00
MD-11 (MD11GE)	0.00	0.00	0.01	0.00	0.51	0.05	0.72	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.05	0.01
MD-80 (MD82)	0.00	0.00	0.05	0.01	1.56	0.17	3.38	0.36	0.00	0.00	0.00	0.00	0.10	0.01	0.23	0.02
Subtotal Jets	0.23	0.02	0.43	0.05	10.32	1.11	26.37	2.83	0.02	0.00	0.03	0.00	0.76	0.08	2.03	0.22
ATR-42 (DHC830)	0.00	0.00	0.52	0.03	3.30	0.22	3.36	0.22	0.00	0.00	0.04	0.00	0.26	0.02	0.27	0.02
C150, C172 (COMSEP)	0.83	0.05	0.91	0.06	1.19	0.08	1.60	0.11	0.08	0.00	0.08	0.00	0.10	0.01	0.14	0.01
Cessna Caravan (CNA441)	0.00	0.00	0.11	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Dash 8 (DHC8)	0.00	0.00	0.52	0.03	3.30	0.22	3.36	0.22	0.00	0.00	0.04	0.00	0.26	0.02	0.27	0.02
King Air (DHC6)	0.00	0.00	0.11	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00
PA31 (BEC58P)	0.32	0.02	0.39	0.03	0.57	0.04	1.16	0.08	0.03	0.00	0.04	0.00	0.05	0.00	0.10	0.01
Rotorcraft	0.07	0.00	0.08	0.01	0.11	0.01	0.18	0.01	0.01	0.00	0.01	0.00	0.01	0.00	0.02	0.00
SF3 (SF340)	0.00	0.00	0.52	0.03	3.30	0.22	3.36	0.22	0.00	0.00	0.04	0.00	0.26	0.02	0.27	0.02
SWM (DHC6)	0.00	0.00	0.52	0.03	3.30	0.22	3.36	0.22	0.00	0.00	0.04	0.00	0.26	0.02	0.27	0.02
Subtotal Props	1.21	0.08	3.71	0.25	15.07	1.00	16.38	1.08	0.11	0.01	0.30	0.02	1.21	0.08	1.34	0.09
Total Operations	1.44	0.10	4.14	0.29	25.39	2.10	42.76	3.92	0.13	0.01	0.33	0.02	1.97	0.16	3.36	0.31

Source: Landrum & Brown traffic distributions, based on Airport/Airspace Planning Data, Technical Memorandum, Sections 1 and 3.

Homestead Regional Airport SEIS
Military and Government Existing and Forecast Operations Distribution
Local Operations - Closed Pattern

	Airport Totals				Daily Closed Pattern in East Flow (Runway 5 Operations)						Daily Closed Pattern in West Flow (Runway 23 Operations)			
	Annual	Landing/Takeoff Cycles			NC2	NC4	NC5	NC6	NC7	NC10	SC2	SC4	SC5	SC6
Aircraft Types	Activity	24-hour	Day	Night	Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
F-15	100	0.14	0.14	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.00
F-16	4,800	6.58	6.58	0.00	3.09	0.53	0.46	0.99	1.05	0.00	0.26	0.07	0.07	0.07
P-3	500	0.68	0.68	0.00	0.32	0.00	0.00	0.32	0.00	0.00	0.03	0.00	0.00	0.03
H65	500	0.68	0.68	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05
PA31	500	0.68	0.68	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00
C206	500	0.68	0.68	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00
H60	500	0.68	0.68	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05
C550	500	0.68	0.68	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00
Total Operations	7,900	10.82	10.82	0.00	5.40	0.53	0.46	2.56	1.05	0.00	0.48	0.07	0.07	0.20

Homestead Regional Airport SEIS
Local General Aviation Forecast Operations Distribution
Local Operations - Closed Pattern

	Daily Closed Pattern in East Flow (Runway 5 Operations)								Daily Closed Pattern in West Flow (Runway 23 Operations)							
	2000		2005		2015		Maximum Use		2000		2005		2015		Maximum Use	
Aircraft Types	NC2	NC6	NC2	NC6	NC2	NC6	NC2	NC6	SC2	SC6	SC2	SC6	SC2	SC6	SC2	SC6
COMSEP (C150, C172)	15.99		16.21		17.55		2.41		1.02		1.03		1.12		0.15	
BEC58P (PA31)	6.49		7.06		8.48		1.75		0.41		0.45		0.54		0.11	
LEAR35 (Lear, Citation)		1.25		1.57		1.75		0.28		0.08		0.10		0.11		0.02
Rotorcraft	1.25		1.31		1.46		0.28		0.08		0.08		0.09		0.02	
Total Operations	23.73	1.25	24.58	1.57	27.49	1.75	4.43	0.28	1.51	0.08	1.57	0.10	1.75	0.11	0.28	0.02

Projected Annual Space Launch Operations
Homestead Regional Airport SEIS

Type of Space Access System	2000	2005	2015	Full Buildout
ASC, RSC, ROC	0	160	320	320
B-747, Astroliner	0	0	160	160
Total Space Launch	0	160	480	480

This request has been discussed with Olga Hanek of your staff. A target date for your response has been agreed upon to be 60 days from your receipt of this letter. Should a situation occur that prevents you from meeting the target date, please contact me at (301) 415-1496.

Sincerely,

Original signed by:
Kahtan N. Jabbour, Senior Project Manager
Project Directorate II-2
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket Nos. 50-250 and 50-251

Enclosure: Information from the U.S. Air Force

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