

May 12, 1981



Mr. Hiram Wolch  
18313 Pepper Street  
Castro Valley, CA 94546

In the Matter of General Electric Co.  
(Vallecitos Nuclear Center - General Electric Test Reactor)  
Operating License No. TR-1  
Docket No. 50-70

Dear Sir:

By letter dated April 13, 1981, you requested a copy of the notice of hearing in this proceeding. Enclosed is a copy of the Federal Register Notice of Hearing dated May 7, 1981 (46 Fed. Reg. 25576), which contains information on limited appearances which you also requested in your letter.

Sincerely,

Richard G. Bachmann  
Counsel for NRC Staff

Enclosure: As stated

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lubrication of the bearings is not necessary, nor is establishment of a separate retirement life for the rod ends.

**A-80-1 and -2 (April 17).**—Responds to Board inquiry of Feb. 27, 1981, and letter of last June 4 commenting on initial response dated Apr. 10, 1980 (45 FR 27848, Apr. 24, 1980). Provides copies of Air Carrier Operations Bulletins 2-80-4 addressing Nord 262, Emergency Engine Shutdown Procedure, and 2-80-5 addressing Nord 262 Runup Autofeather Check.

**A-80-13 and -14 (April 17).**—Supplements response of May 13, 1980 (43 FR 34478, May 22, 1980) and responds to Board letters of last June 3 and Feb. 27, 1981, which noted that A-80-14 has been classified "closed." FAA's April 17 letter also responds to Board letter of Sept. 15, 1980, which commented on FAA's Aug. 27, 1980, response (45 FR 60053, Sept. 11, 1980) to related recommendation A-78-4. FAA has under study possible regulatory action on a secondary locking device on nose baggage doors of light twin engine aircraft and periodic inspection of forward baggage door locks.

**A-80-24 and -25 (April 17).**—Supplements responses of last June 25 (45 FR 46585, July 10, 1980) and Dec. 2 (45 FR 83355, Dec. 18, 1980), to which the Board replied on Aug. 17 and Jan. 19, respectively. While FAA agrees that adequate checkout of pilots in tailwheel aircraft is essential, amendment of 14 CFR Part 61 is not justified. Currency requirements for differently configured aircraft will be considered in FAA's Regulatory Review Program.

**A-80-42 and -43 (April 24).**—Supplements response of last Aug. 20 (45 FR 56736, Sept. 4, 1980) and responds to Board's comments of Jan. 6. Regulatory change for crew coordination, including adequate training procedures, is not required, but revisions to AC 135-3B, Air Taxi Operators and Commercial Operators, are proposed.

**Other Recent Responses to Safety Board Recommendations:**

**Interagency Air Cartographic Committee of the National Oceanic and Atmospheric Administration: A-81-34 (April 12).**—New IACC Requirements Documentation No. 230 will be circulated and, after approval by IACC member agencies, new chart specifications may be prepared and circulated. (Ref. 46 FR 21284, Apr. 9, 1981)

**Federal Highway Administration: H-80-3 and -4 (April 17).**—Responds to Board reply of Sept. 29 to response of last Aug. 25 (45 FR 60054, Sept. 11, 1980). Provides information and current bulletins regarding courses, films, and programs available for training of State

highway maintenance and other personnel.

**National Highway Traffic Safety Administration: H-81-1 (April 16).**—NHTSA continues to examine automatic brake adjustment as a means of maintaining vehicle braking performance and will generate and analyze in-use fleet data before initiating rulemaking. (Ref. 46 FR 14231, Feb. 26, 1981)

**United States Coast Guard: M-78-18 and -27 (April 22).**—Responds to Board reply of Nov. 6 to response of last Aug. 6 (45 FR 60053, Sept. 11, 1980). USCG continues study of loading variability on Great Lakes bulk vessels; continues stand on prohibiting navigation of Great Lakes vessels under certain wind and wave conditions.

**M-79-103 through -105; Reiterated M-74-15 and M-77-33 (April 14).**—USCG responds to Board's Nov. 26 reply to response of last Sept. 4 (45 FR 70358, Oct. 23, 1980). Lower Mississippi River safety study is to be completed May 31, 1981; USCG will continue operating Algiers Point traffic lights during high water stage pending evaluation of the study. A new foreign vessel boarding program checklist is forthcoming. Re M-77-33 and M-74-15, USCG continues nonconcurrency; master and pilot need to share pertinent information about the vessel and waterway, but further regulation is not now warranted.

**Amtrak: R-80-25 (April 15).**—Responds to the Board's March 18 reply to response of last Oct. 2 (45 FR 75030, Nov. 13, 1980). Amtrak has modified 22 locomotives to date and plans to modify 13 others with audible and visual alarms. AT&SF Railway Co. has observed modifications made.

**Secretary, Department of Transportation: R-81-1 and -2 (April 22).**—Finds no necessity to seek legislation to explicitly authorize regulation of safety of rail transit systems which receive Federal financial assistance. Rail transit safety is a local responsibility. UMTA's safety program and activities will soon be evaluated for improvements. (Ref. 46 FR 17684, March 19, 1981)

**Southeastern Pennsylvania Transportation Authority: R-81-36 (April 7).**—Tested and approved a rear marking device to replace original rear marking devices on all its commuter rail equipment. Conrail, SEPTA's carrier, will be advised to discontinue use of rear headlight on dim when fleet modification is complete. (R-81-36 reported above)

**Note.**—Single copies of Board reports are available without charge as long as limited supplies last. Copies of recommendation letters, responses and related correspondence

are also free of charge. All requests must be in writing, identified by recommendation or report number. Address requests to: Public Inquiry Section, National Transportation Safety Board, Washington, D.C. 20584

Multiple copies of Board reports may be purchased from the National Technical Information Service, U.S. Department of Commerce, Springfield, Va. 22161. (49 U.S.C. 1903(a)(2), 1906)

Margaret L. Fisher,  
Federal Register Liaison Officer.  
May 1, 1981  
(FR Doc. 81-12442 Filed 5-6-81; 8:45 am)  
BILLING CODE 4910-58-M

## NUCLEAR REGULATORY COMMISSION

Advisory Committee on Reactors Safeguards, Subcommittee on Advanced Reactors, Meeting Postponement

The ACRS Subcommittee on Advanced Reactors scheduled for May 14-15, 1981 has been postponed to June 22-23, 1981. Notice of this meeting was published on Wednesday, April 29, 1981 (46 FR 24046).

Dated May 4, 1981.  
John C. Hoyle,  
Advisory Committee Management Officer.  
(FR Doc. 81-13812 Filed 5-6-81; 8:45 am)  
BILLING CODE 7550-01-M

[Docket No. 50-70]

General Electric Co. (Vallecitos Nuclear Center—General Electric Test Reactor, Operating License No. TR-1); Notice of Hearing

May 1, 1981.  
On October 24, 1977, the Nuclear Regulatory Commission issued an order directing the General Electric Company (Licensee), to place and maintain its General Electric Test Reactor (GETR), located at Pleasanton, California in a cold shutdown condition, and to show cause why the suspension of activities under Operating License No. TR-1 should not be continued. The order to show cause provided that within 20 days of date of the order Licensee might file a written answer to the order, and Licensee or any interested person might request a hearing.

Licensee filed a timely response requesting approval to resume operations immediately after completion of certain modifications proposed in the response, but did not request a hearing. Timely requests for a hearing were filed by Friends of the Earth and Congressman Ronald V. Dellums.

On February 13, 1978, the Commission issued a Memorandum and Order delegating its authority to rule on the request for a hearing and to conduct any hearings that might ensue to an Atomic Safety and Licensing Board. The order specifically delineated the issues that might be considered by the Board in the event that a hearing were to be held.

The first prehearing conference in this proceeding was held on March 16, 1978. In its Order Following Conference, dated March 28, 1978, the Licensing Board admitted Friends of the Earth and Congressman Ronald Dellums as parties in the proceeding, restated the issues to be determined, opened formal discovery, and directed that an evidentiary hearing be held at a future date, to begin in the vicinity of the GETR site. Subsequent to the filing of petitions by Congressman Dellums and Friends of the Earth, Congressman Phillip Burton and John L. Burton, and Ms. Barbara Shockley also filed petitions to intervene. They were admitted as intervenors, with the Congressman consolidated for all purposes with Congressman Dellums, and Ms. Shockley consolidated for all purposes with Friends of the Earth. By joint motion dated April 16, 1981, Friends of the Earth and Congressman Dellums ask to consolidate their interventions. The Board grants the request.

On January 5, 1981, a second prehearing conference was held. In its Memorandum and Order following that conference, the Board established an 11-step schedule culminating in the commencement of evidentiary hearings on May 27, 1981. All should now take notice that the evidentiary hearings are scheduled to begin at 9:30 a.m. on May 27, 1981 at Veterans Hall, 522 So. L Street, Livermore, California. Limited appearance statements will be heard during that first day to the extent that they can be accommodated, under limitations to be determined by the Board.

If necessary, the evidentiary hearings will continue at that location through May 29, 1981. Thereafter, if necessary, the hearings will be moved to the Holiday Inn at Van Ness and Pine Streets, San Francisco, California, and will commence at that location at 9:30 a.m. on June 1, 1981. Limited appearance statements will also be heard on that date to the extent that they can be accommodated, under limitations to be determined by the Board.

By order of the Board.

Dated at Bethesda, Maryland this 1st day of May 1981.

For the Atomic Safety and Licensing Board.  
Herbert Grossman,  
Administrative Judge.

(JFR Doc. 81-13613 Filed 5-6-81; 8:45 am)  
BILLING CODE 7590-01-M

[Docket No. 50-285]

**Omaha Public Power District; Issuance of Amendment to Facility Operating License**

The U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment No. 58 to Facility Operating License No. DPR-40 issued to Omaha Public Power District (the licensee), which revised the license for operation of the Fort Calhoun Station, Unit No. 1, located in Washington County, Nebraska. The amendment is effective as of its date of issuance.

The amendment modifies License No. DPR-40 to include a requirement to maintain a Safeguards Contingency Plan to be fully implemented, in accordance with 10 CFR 73.40(b), within 30 days of this approval by the Commission.

The application for the amendment complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Commission has made appropriate findings as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendment. Prior public notice of this amendment was not required since the amendment does not involve a significant hazards consideration.

The Commission has determined that the issuance of this amendment will not result in any significant environmental impact and that pursuant to 10 CFR § 51.5(d)(4) an environmental impact statement or negative declaration and environmental impact appraisal need not be prepared in connection with the issuance of this amendment.

The licensee's filing dated March 12, 1979, as revised by pages dated June 18, 1979, July 7, 1979, and October 9, 1980 is being withheld from public disclosure pursuant to 10 CFR 2.790(d). The withheld information is subject to disclosure only in accordance with the provisions of 10 CFR 9.12.

For further details with respect to this action, see (1) Amendment No. 58 to License No. DPR-40, and (2) the Commission's related letter. All of these items are available for public inspection at the Commission's Public Document Room, 1717 H Street, N.W., Washington, D.C. 20555, and at the W. Dale Clark Library, 215 South 15th Street, Omaha, Nebraska 68102. A copy of items (1) and (2) may be obtained upon request

addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Licensing.

Dated at Bethesda, Maryland this 28th day of April, 1981.

For the Nuclear Regulatory Commission.  
Robert A. Clark,  
Chief, Operating Reactors Branch No. 3,  
Division of Licensing.

(JFR Doc. 81-13614 Filed 5-6-81; 8:45 am)  
BILLING CODE 7590-01-M

[Docket No. 50-312]

**Sacramento Municipal Utility District; Issuance of Amendment to Facility Operating License**

The U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment No. 33 to Facility Operating License No. DPR-54 issued to Sacramento Municipal Utility District, which revised Technical Specifications (TSs) for operation of the Rancho Seco Nuclear Generating Station (the facility) located in Sacramento County, California. The amendment is effective as of its date of issuance.

The amendment changes the operation limits for Cycle 5 operation. In addition, the Commission has approved the insertion of four axial blanket lead test assemblies into the Cycle 5 core.

The application for the amendment complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Commission has made appropriate findings as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendment. Prior public notice of this amendment was not required since the amendment does not involve a significant hazards consideration.

The Commission has determined that the issuance of this amendment will not result in any significant environmental impact and that pursuant to 10 CFR § 51.5(d)(4) an environmental impact statement or negative declaration and environmental impact appraisal need not be prepared in connection with issuance of this amendment.

For further details with respect to this action, see (1) the licensee's application dated March 13, 1981, as supplemented April 10 and 17, 1981, (2) Amendment No. 33 to License No. DPR-54, and (3) the Commission's related Safety Evaluation. All of these items are available for public inspection at the Commission's Public Document Room, 1717 H Street, N.W., Washington, D.C.