

August 2, 2004

Mr. Michael R. Kansler, President
Entergy Nuclear Operations, Inc.
440 Hamilton Avenue
White Plains, NY 10601

SUBJECT: FUEL STORAGE BUILDING GANTRY CRANE, INDIAN POINT NUCLEAR
GENERATING UNIT NO. 2

Dear Mr. Kansler:

In a letter dated June 16, 2004, Entergy Nuclear Operations, Inc. (ENO) submitted its description and analysis of the fuel storage building single-failure-proof gantry crane for Indian Point Nuclear Generating Unit No. 2 (IP2). As stated in IP2 Technical Requirements Manual (TRM) Section B 3.9.C, "Fuel Storage and Operations with Irradiated Fuel in the Spent Fuel Pit," the spent fuel cask shall not be moved over any region of the pit until the cask handling system has been reviewed by the Nuclear Regulatory Commission (NRC) and found to be acceptable. In this regard, the gantry crane is a part of the cask handling system.

The NRC staff is reviewing the information provided in the June 16, 2004, submittal and has determined that the application for review should be submitted as a request for amendment of the IP2 licensing basis. In evaluating whether an NRC authorization represents a license amendment within the meaning of Section 189a of the Atomic Energy Act, previous legal decisions have considered whether the NRC approval would grant any greater operating authority to the licensee or otherwise altered the original terms of the license.

The NRC staff finds that the new gantry crane is a substantially new and different subsystem than is currently licensed for IP2. The new gantry crane will be both single-failure-proof and have significantly higher lift capacity to handle the movement of the components of the dry-cask storage of irradiated fuel. In this regard, the original gantry crane was reviewed and evaluated for Updated Final Safety Analysis Report (UFSAR) Section 9.5.6, "Control of Heavy Loads." In addition, UFSAR Section 14.2.1.3, "Fuel Cask Drop Accident," discusses certain assumptions about the cask handling system used in the evaluation to provide adequate confirmation that the results of such an accident would be within applicable limits. In particular, the assumptions include conservative design margins used for the cask handling equipment, periodic tests and inspections procedures, and qualified operators. Therefore, on the basis of the major role that the new gantry crane plays in the cask handling system and the NRC review and approval

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specified by TRM B 3.9.C prior to its movement over the spent fuel pit, the NRC staff concludes that the submission of the request for NRC approval should be made as an application for amendment of the IP2 licensing basis.

If you should have any questions, please do not hesitate to call me at 310-415-3036.

Sincerely,

/RA by TColburn/

Richard J. Laufer, Chief, Section 1
Project Directorate I
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket No. 50-247

cc: See next page

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Indian Point Nuclear Generating Unit No. 2

cc:

Mr. Gary J. Taylor
Chief Executive Officer
Entergy Operations, Inc.
1340 Echelon Parkway
Jackson, MS 39213

Mr. John T. Herron
Senior Vice President and
Chief Operating Officer
Entergy Nuclear Operations, Inc.
440 Hamilton Avenue
White Plains, NY 10601

Mr. Fred Dacimo
Site Vice President
Entergy Nuclear Operations, Inc.
Indian Point Energy Center
295 Broadway, Suite 2
P.O. Box 249
Buchanan, NY 10511-0249

Mr. Christopher Schwarz
General Manager, Plant Operations
Entergy Nuclear Operations, Inc.
Indian Point Energy Center
295 Broadway, Suite 1
P.O. Box 249
Buchanan, NY 10511-0249

Mr. Danny L. Pace
Vice President Engineering
Entergy Nuclear Operations, Inc.
440 Hamilton Avenue
White Plains, NY 10601

Mr. Brian O'Grady
Vice President, Operations Support
Entergy Nuclear Operations, Inc.
440 Hamilton Avenue
White Plains, NY 10601

Mr. John McCann
Director, Nuclear Safety Assurance
Entergy Nuclear Operations, Inc.
440 Hamilton Avenue
White Plains, NY 10601

Ms. Charlene D. Faison
Manager, Licensing
Entergy Nuclear Operations, Inc.
440 Hamilton Avenue
White Plains, NY 10601

Mr. Michael J. Colomb
Director of Oversight
Entergy Nuclear Operations, Inc.
440 Hamilton Avenue
White Plains, NY 10601

Mr. James Comiotes
Director, Nuclear Safety Assurance
Entergy Nuclear Operations, Inc.
Indian Point Energy Center
295 Broadway, Suite 1
P.O. Box 249
Buchanan, NY 10511-0249

Mr. Patric Conroy
Manager, Licensing
Entergy Nuclear Operations, Inc.
Indian Point Energy Center
295 Broadway, Suite 1
P. O. Box 249
Buchanan, NY 10511-0249

Mr. John M. Fulton
Assistant General Counsel
Entergy Nuclear Operations, Inc.
440 Hamilton Avenue
White Plains, NY 10601

Regional Administrator, Region I
U.S. Nuclear Regulatory Commission
475 Allendale Road
King of Prussia, PA 19406

Senior Resident Inspector's Office
Indian Point 2
U. S. Nuclear Regulatory Commission
P.O. Box 59
Buchanan, NY 10511-0038

Indian Point Nuclear Generating Unit No. 2

cc:

Mr. Peter R. Smith, President
New York State Energy, Research, and
Development Authority
17 Columbia Circle
Albany, NY 12203-6399

Mr. Paul Eddy
Electric Division
New York State Department
of Public Service
3 Empire State Plaza, 10th Floor
Albany, NY 12223

Mr. Charles Donaldson, Esquire
Assistant Attorney General
New York Department of Law
120 Broadway
New York, NY 10271

Mayor, Village of Buchanan
236 Tate Avenue
Buchanan, NY 10511

Mr. Ray Albanese
Executive Chair
Four County Nuclear Safety Committee
Westchester County Fire Training Center
4 Dana Road
Valhalla, NY 10592

Ms. Stacey Lousteau
Treasury Department
Entergy Services, Inc.
639 Loyola Avenue
Mail Stop: L-ENT-15E
New Orleans, LA 70113

Mr. William DiProfio
PWR SRC Consultant
139 Depot Road
East Kingston, NH 03827

Mr. Dan C. Poole
PWR SRC Consultant
20 Captains Cove Road
Inglis, FL 34449

Mr. William T. Russell
PWR SRC Consultant
400 Plantation Lane
Stevensville, MD 21666-3232

Mr. Alex Matthiessen
Executive Director
Riverkeeper, Inc.
25 Wing & Wing
Garrison, NY 10524

Mr. Paul Leventhal
The Nuclear Control Institute
1000 Connecticut Avenue NW
Suite 410
Washington, DC, 20036

Mr. Karl Coplan
Pace Environmental Litigation Clinic
78 No. Broadway
White Plains, NY 10603

Mr. Jim Riccio
Greenpeace
702 H Street, NW
Suite 300
Washington, DC 20001

Mr. Robert D. Snook
Assistant Attorney General
State of Connecticut
55 Elm Street
P.O. Box 120
Hartford, CT 06141-0120

Indian Point Nuclear Generating Unit No. 2

cc:

Mr. David Lochbaum
Nuclear Safety Engineer
Union of Concerned Scientists
1707 H Street NW, Suite 600
Washington, DC 20006