

August 29, 2006

NOTE TO: FILE

DOCKET NO.: 72-1027

SUBJECT: 7/18/2006, 3:00 PM, CONFERENCE CALL WITH TRANSNUCLEAR, INC. TO DISCUSS PROPOSED RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION NO. 2 FOR AMENDMENT NO. 1 TO THE TN-68 DRY STORAGE CASK

ATTENDEES: NRC TRANSNUCLEAR

Jose Cuadrado  
Gordon Bjorkman  
Bhasker Tripathi  
Robert Einziger

Jayant Bondre  
Peter Shih  
Don Shaw  
Bob Grubb  
Miguel Manrique  
Nat Cofie  
Stan Tang

#### DISCUSSION:

On July 18, 2006, Spent Fuel Project Office (SFPO) staff held a teleconference with Transnuclear, Inc. (TN) to discuss TN's proposed response to Request for Additional Information (RAI) No. 2 for Amendment No. 1 to Certificate of Compliance (CoC) No. 1027 for the TN-68 Cask, dated April 24, 2006. The discussion centered on the proposed responses to the structural evaluation questions in the RAI.

#### **RAI Question 3-1:**

In response to this question, TN stated that the guidance provided in Interim Staff Guidance (ISG) No. 2, "Fuel Retrievability," and ISG No. 3, "Post-Accident Recovery and Compliance with 10 CFR 72.122(l)," only requires applicants to demonstrate that fuel will maintain its integrity under normal and off-normal conditions, specifically excluding accident conditions from this demonstration. Therefore, TN believes that evaluating the non-mechanistic tip-over event is not required. SFPO staff stated that it would need additional time to evaluate the applicability of this guidance to evaluations of damaged fuel integrity.

#### **RAI Question 3-2:**

In response to this question, TN stated that it will provide a revised analysis of damaged fuel integrity that uses new fuel cladding material data, and new flaw size estimates that TN deems applicable to high-burnup fuel. TN requested the NRC staff to consider a list of the references containing this data. SFPO staff stated that it will review the content of these reports and determine the applicability of these. SFPO staff stated it will provide TN a response on this subject prior to TN's formal submission of its RAI response, if possible.

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#### RAI Question 3-1:

In response to this question, TN stated that the guidance provided in ISG-2 and ISG-3 only requires applicants to demonstrate that fuel will maintain its integrity under normal and off-normal conditions, specifically excluding accident conditions from this demonstration. Therefore, TN believes that evaluating the non-mechanistic tip-over event is not required. SFPO staff stated that it would need additional time to evaluate the applicability of this guidance to evaluations of damaged fuel integrity.

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