

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

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