

From: Bernard White
 To: M. Wayne Hodges; plane
 Date: Mon, Jan 13, 2003 5:03 PM
 Subject: Summary of our conference call with Sandia

Several decisions came out of our discussion with Sandia:

1. A Cask-on-Cask impact at a distance ()
2. A Cask-on-Cask impact at an distance () This was not quantified
3. A () on the pad or the gravel/soil off of the pad () This was not quantified
4. Knocking a () and a () This was not quantified

Action items for NRC:

1. Verify spacing between casks on a pad at PFS
2. Send SNL the most likely impact orientation for the landing gear impacting the lid (something like () based on presentation from RES to NEI.)
3. Get maximum value of () and ask NSIR about ()

Assuming that we get Sandia the impact angle for the landing gear on the lid we will receive another report for the large plane impacts on by February 8th.

Ken was going to discuss with Marlin Kipp whether he could get the () work done in order to provide it to us as well on the 8th of February.

Calculations that SNL still needs to perform for the large plane are:

1. Realistic impact of () (need angle from NRC)
2. Revise engine impacts onto the cask.

Bernie

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Ex 2 portions

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