June 2, 2006

Mr. Anthony Patko
Director, Licensing
Engineering
NAC International
3930 East Jones Bridge Road, Suite 200
Norcross, GA 30092

SUBJECT: REQUEST FOR ADDITIONAL INFORMATION FOR REVIEW OF THE CERTIFICATE OF COMPLIANCE NO. 9225, REVISION 41, FOR THE MODEL NO. NAC-LWT PACKAGE

Dear Mr. Patko:

By letter dated April 17, 2006, NAC International submitted an amendment request to the U.S. Nuclear Regulatory Commission for Certificate of Compliance No. 9225. You requested additional contents and introduction of a new basket assembly for the Model No. NAC-LWT Package.

In connection with our review, we need the information identified in the enclosure to this letter. Additional information requested by this letter should be submitted in the form of revised pages. To assist us in scheduling staff review of your response, we request that you provide this information by June 16, 2006. If you are unable to provide a response by that date, our review may be delayed.

Please reference Docket No. 71-9225 and TAC No. L23964 in future correspondence related to this request. The staff is available to meet to discuss your proposed responses. If you have any questions regarding this matter, I may be contacted at (301) 415-8500.

Sincerely,

/RA/
Kimberly J. Hardin, Project Manager
Licensing Section
Spent Fuel Project Office
Office of Nuclear Material Safety
and Safeguards

Docket No. 71-9225
TAC No. L23964

Enclosure: Request for Additional Information

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Director, Licensing
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NAC International
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Enclosure: Request for Additional Information

ML061530248

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Request for Additional Information
NAC International
Docket No. 71-9225
Certificate of Compliance No. 9225
Model No. NAC-LWT Package

By application dated April 17, 2006, NAC International (the applicant) requested an amendment to Certificate of Compliance No. 9225 for the Model No. NAC-LWT Package. This request for additional information (RAI) identifies information needed by the U.S. Nuclear Regulatory Commission staff in connection with its review of the application. The requested information is listed by chapter number and title in the applicant's safety analysis report. NUREG-1617, "Standard Review Plan for Transportation Packages for Spent Nuclear Fuel," was used by the staff in its review of the application.

Each individual RAI describes information needed by the staff for it to complete its review of the application and to determine whether the applicant has demonstrated compliance with regulatory requirements.

Chapter 1 General Description

1-1 Clarify whether or not the MOATA fuel bundles, Mark III (Spiral fuel), Mark IV (DIDO fuel) designs are subject to failure.

Page 1-3 does not provide any definition for damaged fuel for these designs.

Under the hypothetical accident conditions of transportation, the licensee must assure that design loads imposed upon the fuel assemblies do not lead to a failure that would invalidate design assumptions used to satisfy the criticality control requirements of 10 CFR 71.55 and the shielding and containment requirements of 10 CFR 71.51.

Chapter 2 Structural

2-1 Provide a drawing that shows the total net cross-sectional area for the seven fuel tubes welded at the base plate as calculated by the expressions given on Pages 2.6.12-79 and 2.7.7-101. Show how these equations were derived based on the drawing.

The staff performed confirmatory calculations taking into account the cut-out slots. Staff's results differ significantly from the applicant's results.

The application must include a description of the proposed package in sufficient detail to identify the package accurately and provide a sufficient basis for the evaluation of the package per 10 CFR 71.33.

Chapter 6 Criticality

6-1 Explain why the methodology of tying the plate width to the active fuel width is bounding for your criticality analysis.

No dimensional tolerance information is available for the active fuel width of the MOATA fuel plates as stated in Section 6.4.10.2, Page 6.4-148.

This information is necessary to ensure compliance with 10 CFR 71.33.

Chapter 7 Operating Procedures

7-1 Clarify the reference to the MEU DIDO procedure in footnote 4 to Table 1.2-10.

The footnote references the MEU DIDO loading procedure, in Section 7.1.4, for loading of fuel down to 180 day cool time. It is not clear that there is an explicit procedure in Section 7.1.4 for loading MEU DIDO fuel with such a short cool time. Additionally, the spiral fuel is constrained to the MEU DIDO cool time limits as a function of burn-up. It is not clear that the range of figure 7.1-9 is sufficient to envelop all of the burn-up percentages in Table 5.3-134.

This information is needed to satisfy the requirements of 10 CFR 71.47.