

June 26, 2007

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

SUBJECT: NAC-LWT REVIEW TELEPHONE CALL AND REQUEST FOR  
ADDITIONAL INFORMATION (TAC L24043)

Dear Mr. Patko:

By letter dated November 17, 2006, as supplemented March 2 and May 3, 2007, NAC International (NAC) submitted a revised application in accordance with 10 CFR Part 71 for an amendment to Certificate of Compliance No. 9225 for the Model No. NAC-LWT package to incorporate various changes to the authorized contents and the operating procedures.

The U. S. Nuclear Regulatory Commission (NRC) staff reviewed the information provided and requested additional information (RAI) to clarify issues associated with the RAI response dated May 3, 2007, by a telephone call with NAC on June 19 and 25, 2007. The call participants were:

NRC: Kim Hardin, Ron Parkhill, and James Oxendine

NAC International: Tom Danner, Tony Patko, and Mike Yash

Based on this call, the following issues were discussed and are described below.

### **Section 3 Thermal Safety**

3-1 Revised per NAC May 3, 2007, response. Determine the peak cladding temperature by re-running the analysis for Condition 2 with helium as the gas in the transportation cask for the Hypothetical Accident Condition (HAC) fire, in lieu of air.

Justify the use of air as the gas in the transportation cask, for the HAC fire. NAC states that the comparison between the Normal Conditions of Transport (NCT) analyses performed for Condition 1 (i.e., with an ISO container and helium in the cask) and Condition 2 (i.e., no ISO container, air in the cask, insulation on the cask directly), results in an artificially increased initial cladding temperature that is not exceeded by the heat input from the fire with helium in the cask. This assumption needs to be verified by running an analysis for the HAC with helium in the cask.

10 CFR Part 71.107 Package Design Control requires that the applicant shall...assure that...the package design.....are correctly translated into... procedures and instructions.

A. Patko

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The additional information to address this issue is expected to be submitted by the end of June 2007. The information is expected to be a revised analysis utilizing helium, instead of air, in the cask. This analysis will be provided as a supplemental RAI response, and the Safety Analysis Report will be updated with this information at the earliest convenient time. You may contact me at 301-492-3339 if you have any questions regarding our review of the amendment request.

Sincerely,

**/RA/**

Kimberly J. Hardin, Project Manager  
Licensing Branch  
Division of Spent Fuel Storage and Transportation  
Office of Nuclear Material Safety  
and Safeguards

Docket No. 71-9225  
TAC No. L24043

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