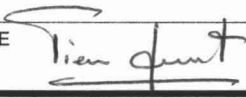


NRC FORM 699 <small>(9-2003)</small>		U.S. NUCLEAR REGULATORY COMMISSION	
CONVERSATION RECORD		DATE <div style="text-align: center;">04/01/2009</div>	
		TIME <div style="text-align: center;">9:00am</div>	
NAME OF PERSON(S) CONTACTED OR IN CONTACT WITH YOU Tammy Morin, Chuck Bullard, John Zhai, Kelly Kozink		TELEPHONE NO. <div style="text-align: center;">856-797-0900</div>	
ORGANIZATION HOLTEC INTERNATIONAL		TYPE OF CONVERSATION <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input checked="" type="checkbox"/> TELEPHONE <input checked="" type="checkbox"/> INCOMING <input type="checkbox"/> OUTGOING	
SUBJECT HI-STAR 60 structural RAIs			
SUMMARY (Continue on Page 2) <p>Other Holtec Attendee: Stefan Anton NRC Attendees: Jason Piotter, Pierre Saverot</p> <p>Staff and Holtec held a scheduled conference call on April 1, 2009 to discuss proposed responses to the structural RAIs on the HI-STAR 60 package, as part of SFST commitment to a continuing dialogue with applicants.</p> <p>RAI 2-1: Table 2.7.2 will be corrected.</p> <p>RAI 2-2: Holtec explained the differences between the peak accelerations predicted by the LS-DYNA model and those predicted by the Classical Dynamics Approach. Staff agreed with the explanation. Staff said that a summary of the response must be included in the SAR Rev. 2 but that no comparison should be made with the HI-STAR 100 case in the HI-STAR 60 SAR. Staff suggested to expand RAI Table 2-2.2 with results from peak decelerations along with a graph, an overlay plot and a short write-up to be added to the SAR. Staff said that it was only a matter of putting together a full justification and that Holtec is on the right path.</p> <p>RAI 2-3: Staff agreed that the explanation provided by Holtec was fairly clear.</p> <p>RAI 2-4: Holtec explained that the Fuel Impact Attenuators can compress up to 12 mm before the fuel assembly top end fitting contacts the closure lid and that the fuel assembly can travel 17 mm before it impacts the closure lid in a top end drop. In such a case, the maximum plastic strain in the fuel rod is less than 1.7%. Staff said that such information represented "exactly what staff was looking for" and that Holtec should expand the Table, include more discussion in the SAR with an emphasis on the 5 mm as the maximum feasible gap between the top of the fuel assembly and the containment cavity when an FIA is installed.</p> <p><i>Continue on Page 2</i></p>			
ACTION REQUIRED None			
NAME OF PERSON DOCUMENTING CONVERSATION Pierre Saverot		SIGNATURE  <div style="text-align: right;">04/01/2009</div>	
ACTION TAKEN			
TITLE OF PERSON TAKING ACTION		SIGNATURE OF PERSON TAKING ACTION	
DATE			

CONVERSATION RECORD (Continued)

SUMMARY (Continue on Page 3)

RAI 2-5: Staff said that Holtec provided a reference that is "not strong enough" and even questionable, and that a materials properties paper is best suited for the strain acceptance criteria.

RAI 2-6: Staff agreed with Holtec's proposed response, given the earlier RAI response on deceleration time history match up.

RAI 2-7: The information to be provided will be consistent with Subsection NB definitions.

RAIs 2-8 and 2-9: Holtec said that it will provide specific examples.

RAI 2-10: Holtec confirmed that all of the honeycomb crush material is biaxial and that Table 2.29 will be revised.

RAI 2-11: The statement on a higher global mesh density has been removed.

RAI 2-12: Staff said that Holtec should make the strongest possible case, show data and present in the SAR a narrative supporting its case. Table 2.7.2 should be expanded to include additional LS-DYNA runs.

RAI 2-13 and 2-14: Staff agreed with the explanation presented on the use of material rigid body decelerations when determining the peak deceleration for a given drop orientation and said that Holtec's proposed response was a "great justification" in presenting the needed data. Staff told Holtec that this type of information and justification should have been included in the SAR and is critical in avoiding RAIs. Staff stated that it can now "understand the thought process" and suggested more comparison to clarify things and properly lay out the case made by Holtec. Holtec agreed to expand Table 2-13.1 with other components than the closure lid bolts to show the trend, and to use LS-DYNA as a "sanity check" to ANSYS results.

Continue on Page 3