| U.S. NUCLEAR REGULATORY COMMISSION  |                   |                  |                      |
|---|-------------------|------------------|----------------------|
| CONVERSATION RECORD   |                   |                  | 3/24/2018            |
| NAME OF PERSON(S) CONTACTED OR IN CONTACT WITH YOU  |                   | DATE OF CONTACT  | TYPE OF CONVERSATION |
| Joyce Tomlinson (856-797-0900 ext 3765)   |                   | 03/22/2018       | e-Mail<br>E-Mail     |
| E-MAIL ADDRESS  |                   | TELEPHONE NUMBER |                      |
| J.Tomlinson@holtec.com  |                   | (888) 790-1889   |                      |
| ORGANIZATION  | DOCKET NUMBER(S)  |                  |                      |
| Holtec International  | 72-1040           |                  |                      |
| LICENSE NUMBER(S)   | CONTROL NUMBER(S) |                  |                      |
| Holtec Hi-Storm UMAX, Amendment #3  |                   |                  |                      |
| SUBJECT<br>Clarification call: Thermal RAI<br>CAC/Docket No./EPID: 001028/07201040/L-2017-LLA-0033  |                   |                  |                      |
| SUMMARY   |                   |                  |                      |
| The purpose of the conference call was to obtain an update on the progress and clarification on the approach to resolving the thermal RAI issued with the acceptance letter dated 1/17/18 (ADAMS Accession No. ML18018A018) for amendment 3 to the certificate of compliance (CoC) No. 1040, the Hi-Storm UMAX system. Holtec stated they plan to use report PNL-7839, "Performance testing and analyses of the VSC-17 ventilated concrete cask", for the experimental data to support their benchmarking efforts. Basically, Holtec plans to develop a homogenized model of the VSC-17 for comparison to the PNL-7839 data; after obtaining model agreement with the experimental data they plan to then apply the same method in the homogenization of the 24PT1-DSC. Given one system (VSC-17) is an above-ground system and 24PT1-DSC is a below-grade system, NRC's staff suggested for Holtec, when developing their response to the RAI, to consider explaining the differences and uncertainties in the models. NRC's staff again suggested for Holtec to consider development of a detailed canister model. Holtec responded, they believe their approach will be conservative and sufficient to demonstrate the case for safety.<br>Having a public meeting was mentioned but no apparent or immediate benefit was identified.<br><b>Continue on Page 2</b><br>ACTION REQUIRED (IF ANY) |                   |                  |                      |
|   |                   |                  |                      |
| NRC action: Maintain good communication with Holtec and continue to assess the need for further interactions including a public meeting.  |                   |                  |                      |
| Holtec action: proceed on current course.  Continue on Page 3   |                   |                  |                      |
| NAME OF PERSON DOCUMENTING CONVERSATION   |                   |                  |                      |
| Pamela Longmire, Ph.D.  |                   |                  |                      |
| SIGNATURE Continue  |                   |                  |                      |

NRC FORM 699 (03-2013)

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## NRC FORM 699 (03-2013)

## **CONVERSATION RECORD (continued)**

SUMMARY: (Continued from page 1) Meeting attendees:

Holtec: Joyce Tomlinson Debu Mitra-Majumdar Abrar Mohammad Indresh Rampall

NRC:

John McKirgan, Spent Fuel Management Licensing Branch, Branch Chief Jorge Solis, Ph.D., Senior Thermal Engineer, Containment, Structural & Thermal Branch Pamela Longmire, Ph.D., Project Manager, Spent Fuel Management Licensing Branch