

CHAPTER 12[†]: OPERATING CONTROLS AND LIMITS

12.0 INTRODUCTION

The HI-STORM 100 System provides passive dry storage of spent fuel assemblies in interchangeable MPCs with redundant multi-pass welded closure. The loaded MPC is enclosed in a single-purpose ventilated metal-concrete overpack. This chapter defines the operating controls and limits (i.e., Technical Specifications) including their supporting bases for deployment and storage of a HI-STORM 100 System at an ISFSI. The information provided in this Chapter is in full compliance with NUREG-1536 [12.1.1].

[†] This chapter has been prepared in the format and section organization set forth in Regulatory Guide 3.61. However, the material content of this chapter also fulfills the requirements of NUREG-1536. Pagination and numbering of sections, figures, and tables are consistent with the convention set down in Chapter 1, Section 1.0, herein. Finally, all terms-of-art used in this chapter are consistent with the terminology of the glossary (Table 1.0.1) and component nomenclature of the Bill-of-Materials (Section 1.5).

12.1 PROPOSED OPERATING CONTROLS AND LIMITS

12.1.1 NUREG-1536 (Standard Review Plan) Acceptance Criteria

12.1.1.1 This portion of the FSAR establishes the commitments regarding the HI-STORM 100 System and its use. Other 10CFR72 [12.1.2] and 10CFR20 [12.1.3] requirements in addition to the Technical Specifications may apply. The conditions for a general license holder found in 10CFR72.212 [12.1.2] shall be met by the licensee prior to loading spent fuel into the HI-STORM 100 System. The general license conditions governed by 10CFR72 [12.1.2] are not repeated with these Technical Specifications. Licensees are required to comply with all commitments and requirements.

12.1.1.2 The Technical Specifications provided in Appendix A to CoC 72-1014 and the authorized contents and design features provided in Appendix B to CoC 72-1014 are primarily established to maintain subcriticality, confinement boundary and intact fuel cladding integrity, shielding and radiological protection, heat removal capability, and structural integrity under normal, off-normal and accident conditions. Table 12.1.1 addresses each of these conditions respectively and identifies the appropriate Technical Specification(s) designed to control the condition. Table 12.1.2 provides the list of Technical Specifications for the HI-STORM 100 System.

Table 12.1.1
HI-STORM 100 SYSTEM CONTROLS

Condition to be Controlled	Applicable Technical Specifications[†]
Criticality Control	3.3.1 Boron Concentration
Confinement Boundary and Intact Fuel Cladding Integrity	3.1.1 Multi-Purpose Canister (MPC) 3.1.4 Supplemental Cooling System
Shielding and Radiological Protection	3.1.1 Multi-Purpose Canister (MPC) 3.1.3 Fuel Cool-Down 3.2.1 Deleted 3.2.2 TRANSFER CASK Surface Contamination 3.2.3 Deleted 5.7 Radiation Protection Program
Heat Removal Capability	3.1.1 Multi-Purpose Canister (MPC) 3.1.2 SFSC Heat Removal System 3.1.4 Supplemental Cooling System
Structural Integrity	3.5 Cask Transfer Facility (CTF) 5.5 Cask Transport Evaluation Program

[†] Technical Specifications are located in Appendix A to CoC 72-1014. Authorized contents are specified in FSAR Section 2.1.9

Table 12.1.2
HI-STORM 100 SYSTEM TECHNICAL SPECIFICATIONS

NUMBER	TECHNICAL SPECIFICATION
1.0	USE AND APPLICATION <ul style="list-style-type: none"> 1.1 Definitions 1.2 Logical Connectors 1.3 Completion Times 1.4 Frequency
2.0	Not Used.
3.0	LIMITING CONDITION FOR OPERATION (LCO) APPLICABILITY SURVEILLANCE REQUIREMENT (SR) APPLICABILITY
3.1.1	Multi-Purpose Canister (MPC)
3.1.2	SFSC Heat Removal System
3.1.3	Fuel Cool-Down
3.1.4	Supplemental Cooling System
3.2.1	Deleted
3.2.2	TRANSFER CASK Surface Contamination
3.2.3	Deleted
3.3.1	Boron Concentration
Table 3-1	MPC Cavity Drying Limits
Table 3-2	MPC Helium Backfill Limits
4.0	Not Used.
5.0	ADMINISTRATIVE CONTROLS AND PROGRAMS
5.1	Deleted
5.2	Deleted
5.3	Deleted
5.4	Radioactive Effluent Control Program
5.5	Cask Transport Evaluation Program
5.6	Deleted
5.7	Radiation Protection Program
Table 5-1	TRANSFER CASK and OVERPACK Lifting Requirements

12.2 DEVELOPMENT OF OPERATING CONTROLS AND LIMITS

This section provides a discussion of the operating controls and limits, and training requirements for the HI-STORM 100 System to assure long-term performance consistent with the conditions analyzed in this FSAR.

12.2.1 Training Modules

Training modules are to be developed under the licensee's training program to require a comprehensive, site-specific training, assessment, and qualification (including periodic re-qualification) program for the operation and maintenance of the HI-STORM 100 Spent Fuel Storage Cask (SFSC) System and the Independent Spent Fuel Storage Installation (ISFSI). The training modules shall include the following elements, at a minimum:

1. HI-STORM 100 System Design (overview);
2. ISFSI Facility Design (overview);
3. Systems, Structures, and Components Important to Safety (overview)
4. HI-STORM 100 System Final Safety Analysis Report (overview);
5. NRC Safety Evaluation Report (overview);
6. Certificate of Compliance conditions;
7. HI-STORM 100 Technical Specifications, Approved Contents, Design Features and other Conditions for Use;
8. HI-STORM 100 Regulatory Requirements (e.g., 10CFR72.48, 10CFR72, Subpart K, 10CFR20, 10CFR73);
9. Required instrumentation and use;
10. Operating Experience Reviews

11. HI-STORM 100 System and ISFSI Procedures, including

- Procedural overview
- Fuel qualification and loading
- MPC /HI-TRAC/overpack rigging and handling, including safe load pathways
- MPC welding operations
- HI-TRAC/overpack closure
- Auxiliary equipment operation and maintenance (e.g., draining, moisture removal, helium backfilling, supplemental cooling, and cooldown)
- MPC/HI-TRAC/overpack pre-operational and in-service inspections and tests
- Transfer and securing of the loaded HI-TRAC/overpack onto the transport vehicle
- Transfer and offloading of the HI-TRAC/overpack
- Preparation of MPC/HI-TRAC/overpack for fuel unloading
- Unloading fuel from the MPC/HI-TRAC/overpack
- Surveillance
- Radiation protection
- Maintenance
- Security
- Off-normal and accident conditions, responses, and corrective actions

12.2.2 Dry Run Training

A dry run training exercise of the loading, closure, handling, and transfer of the HI-STORM 100 System shall be conducted by the licensee prior to the first use of the system to load spent fuel assemblies. The dry run shall include, but is not limited to the following:

1. Receipt inspection of HI-STORM 100 System components.
2. Moving the HI-STORM 100 MPC/HI-TRAC into the spent fuel pool.
3. Preparation of the HI-STORM 100 System for fuel loading.
4. Selection and verification of specific fuel assemblies to ensure type conformance.
5. Locating specific assemblies and placing assemblies into the MPC (using a dummy fuel assembly), including appropriate independent verification.
6. Remote installation of the MPC lid and removal of the MPC/HI-TRAC from the spent fuel pool.
7. Replacing the HI-TRAC pool lid with the transfer lid (HI-TRAC 100 and 125 only).

8. MPC welding, NDE inspections, pressure testing, draining, moisture removal, and helium backfilling (for which a mockup may be used).
9. HI-TRAC upending/downending on the horizontal transfer trailer or other transfer device, as applicable to the site's cask handling arrangement.
10. Placement of the HI-STORM 100 System at the ISFSI.
11. HI-STORM 100 System unloading, including cooling fuel assemblies, flooding the MPC cavity, and removing MPC welds (for which a mock-up may be used).
12. Installation and operation of the Supplemental Cooling System.

12.2.3 Functional and Operating Limits, Monitoring Instruments, and Limiting Control Settings

The controls and limits apply to operating parameters and conditions which are observable, detectable, and/or measurable. The HI-STORM 100 System is completely passive during storage and requires no monitoring instruments. The user may choose to implement a temperature monitoring system to verify operability of the overpack heat removal system in accordance with Technical Specification Limiting Condition for Operation (LCO) 3.1.2.

12.2.4 Limiting Conditions for Operation

Limiting Conditions for Operation specify the minimum capability or level of performance that is required to assure that the HI-STORM 100 System can fulfill its safety functions.

12.2.5 Equipment

The HI-STORM 100 System and its components have been analyzed for specified normal, off-normal, and accident conditions, including extreme environmental conditions. Analysis has shown in this FSAR that no credible condition or event prevents the HI-STORM 100 System from meeting its safety function. As a result, there is no threat to public health and safety from any postulated accident condition or analyzed event. When all equipment is loaded, tested, and placed into storage in accordance with procedures developed for the ISFSI, no failure of the system to perform its safety function is expected to occur.

12.2.6 Surveillance Requirements

The analyses provided in this FSAR show that the HI-STORM 100 System fulfills its safety functions, provided that the Technical Specifications and the Authorized Contents described in Section 2.1.9 are met. Surveillance requirements during loading, unloading, and storage operations are provided in the Technical Specifications.

12.2.7 Design Features

This section describes HI-STORM 100 System design features that are Important to Safety. These features require design controls and fabrication controls. The design features, detailed in this FSAR and in Appendix B to CoC 72-1014, are established in specifications and drawings which are controlled through the quality assurance program. Fabrication controls and inspections to assure that the HI-STORM 100 System is fabricated in accordance with the design drawings and the requirements of this FSAR are described in Chapter 9.

12.2.8 MPC

- a. Basket material composition, properties, dimensions, and tolerances for criticality control.
- b. Canister material mechanical properties for structural integrity of the confinement boundary.
- c. Canister and basket material thermal properties and dimensions for heat transfer control.
- d. Canister and basket material composition and dimensions for dose rate control.

12.2.9 HI-STORM Overpack

- a. HI-STORM overpack material mechanical properties and dimensions for structural integrity to provide protection of the MPC and shielding of the spent nuclear fuel assemblies during loading, unloading and handling operations.
- b. HI-STORM overpack material thermal properties and dimensions for heat transfer control.
- c. HI-STORM overpack material composition and dimensions for dose rate control.

12.2.10 Verifying Compliance with Fuel Assembly Decay Heat, Burnup, and Cooling Time Limits

This example executes the methodology and equations described in Section 2.1.9.1 for determining allowable decay heat, burnup, and cooling time for the approved cask contents. In this example a demonstration of the use of burnup versus cooling time tables for regionalized fuel loading is provided. In this example it will be assumed that the MPC-32 is being loaded with array/class 16x16A fuel in a regionalized loading pattern.

Step 1: Determine the maximum allowable assembly decay heat load for each region.

$$\begin{aligned}q_{\text{Region 1}} &= 1.131 \text{ kW} \\q_{\text{Region 2}} &= 0.600 \text{ kW}\end{aligned}$$

Step 2: Develop a burnup versus cooling time table. Since this table is enrichment dependent, it is permitted and advisable to create multiple tables for different enrichments. In this

example, two enrichments will be used: 3.1 and 4.185. Tables 12.2.1 and 12.2.2 show the burnup versus cooling time tables calculated for these enrichments for Region 1 and Region 2 using Equation 2.1.9.3.

Table 12.2.3 provides three hypothetical fuel assemblies in the 16x16A array/class that will be evaluated for acceptability for loading in the MPC-32 example above. The decay heat values in Table 12.2.3 are calculated by the user. The other information is taken from the fuel assembly and reactor operating records.

Fuel Assembly Number 1 is not acceptable for storage because its enrichment is lower than that used to determine the allowable burnups in Table 12.2.1 and 12.1.2. The solution is to develop another table using an enrichment of 3.0 wt.% ^{235}U or less to determine this fuel assembly's suitability for loading in this MPC-32.

Fuel Assembly Number 2 is not acceptable for loading unless a unique maximum allowable burnup for a cooling time of 4.6 years is calculated by linear interpolation between the values in Table 12.2.1 for 4 years and 5 years of cooling. Linear interpolation yields a maximum burnup of 39,843 MWD/MTU (rounded down from 39,843.4), making Fuel Assembly Number 2 acceptable for loading only in Region 1 due to decay heat limitations.

Fuel Assembly Number 3 is acceptable for loading based on the higher allowable burnups in Table 12.2.2, which were calculated using a higher minimum enrichment than those in Table 12.2.1, which is still below the actual initial enrichment of Fuel Assembly Number 3. Due to its relatively low total decay heat of 0.5 kW (fuel: 0.4, non-fuel hardware: 0.1), Fuel Assembly Number 3 may be stored in Region 1 or Region 2.

Table 12.2.1

EXAMPLE BURNUP VERSUS COOLING TIME LIMITS FOR REGIONALIZED LOADING
(MPC-32, Array/Class 16x16A and Enrichment = 3.1 wt.% ²³⁵U)
($q_{\text{Region 1}} = 1.131 \text{ kW}$, $q_{\text{Region 2}} = 0.600 \text{ kW}$)

MINIMUM COOLING TIME (years)	MAXIMUM ALLOWABLE BURNUP IN REGION 1 (MWD/MTU)	MAXIMUM ALLOWABLE BURNUP IN REGION 2 (MWD/MTU)
≥3	24432	12303
≥4	35110	19318
≥5	42999	24991
≥6	48530	29209
≥7	52394	32135
≥8	55322	34318
≥9	57636	36005
≥10	59584	37395
≥11	61262	38552
≥12	62786	39584
≥13	64206	40507
≥14	65551	41368
≥15	66881	42200
≥16	68184	42998
≥17	68200	43769
≥18	68200	44538
≥19	68200	45292
≥20	68200	46055

Table 12.2.2

EXAMPLE BURNUP VERSUS COOLING TIME LIMITS FOR REGIONALIZED LOADING
 (MPC-32, Array/Class 16x16A and Enrichment =4.185 wt.% ²³⁵U)
 ($q_{\text{Region 1}} = 1.131 \text{ kW}$, $q_{\text{Region 2}} = 0.600 \text{ kW}$)

MINIMUM COOLING TIME (years)	MAXIMUM ALLOWABLE BURNUP IN REGION 1 (MWD/MTU)	MAXIMUM ALLOWABLE BURNUP IN REGION 2 (MWD/MTU)
≥3	25811	12639
≥4	36903	19962
≥5	44965	25702
≥6	50602	29910
≥7	54568	32830
≥8	57592	35020
≥9	59984	36710
≥10	62016	38132
≥11	63766	39321
≥12	65351	40372
≥13	66822	41330
≥14	68200	42224
≥15	68200	43086
≥16	68200	43913
≥17	68200	44698
≥18	68200	45497
≥19	68200	46279
≥20	68200	47067

Table 12.2.3

SAMPLE CONTENTS TO DETERMINE ACCEPTABILITY FOR STORAGE
(Array/Class 16x16A)

FUEL ASSEMBLY NUMBER	ENRICHMENT (wt. % ²³⁵U)	FUEL ASSEMBLY BURNUP (MWD/MTU)	FUEL ASSEMBLY COOLING TIME (years)	FUEL ASSEMBLY DECAY HEAT (kW)	NON-FUEL HARDWARE STORED WITH ASSEMBLY	NFH DECAY HEAT (kW)
1	3.0	37100	4.7	0.7	BPRA	0.3
2	3.2	38812	4.6	0.9	NA	NA
3	4.3	41976	18.2	0.4	BPRA	0.1

Technical Specifications for the HI-STORM 100 System are provided in Appendix A to Certificate of Compliance 72-1014. Authorized Contents (i.e., fuel specifications) and Design Features are provided in Appendix B to CoC 72-1014. Bases applicable to the Technical Specifications are provided in FSAR Appendix 12.A. The format and content of the HI-STORM 100 System Technical Specifications and Bases are that of the Improved Standard Technical Specifications for power reactors, to the extent they apply to a dry spent fuel storage cask system. NUMARC Document 93-03, "Writer's Guide for the Restructured Technical Specifications" [12.3.1] was used as a guide in the development of the Technical Specifications and Bases.

12.4 REGULATORY EVALUATION

Table 12.1.2 lists the Technical Specifications for the HI-STORM 100 System. The Technical Specifications are detailed in Appendix A to Certificate of Compliance 72-1014. The Authorized Contents (i.e., fuel specifications) and Design Features are provided in Appendix B to CoC 72-1014.

The conditions for use of the HI-STORM 100 System identify necessary Technical Specifications, limits on authorized contents (i.e., fuel), and cask design features to satisfy 10 CFR Part 72, and the applicable acceptance criteria have been satisfied. Compliance with these Technical specifications and other conditions of the Certificate of Compliance provides reasonable assurance that the HI-STORM 100 System will provide safe storage of spent fuel and is in compliance with 10 CFR Part 72, the regulatory guides, applicable codes and standards, and accepted practices.

12.5 REFERENCES:

- [12.1.1] U.S. Nuclear Regulatory Commission, NUREG-1536, Standard Review Plan for Dry Cask Storage Systems, Final Report, January 1997.
- [12.1.2] U.S. Code of Federal Regulations, Title 10, Energy, Part 72, Licensing Requirements for Independent Storage of Spent Nuclear Fuel and High-Level Radioactive Waste."
- [12.1.3] U.S. Code of Federal Regulations, Title 10, Energy, Part 20, Standards for Protection Against Radiation."
- [12.3.1] Nuclear Management and Resources Council, Inc. – Writer's Guide for the Restructured Technical Specifications, NUMARC 93-03, February 1993.

HI-STORM 100 SYSTEM FSAR

APPENDIX 12.A

TECHNICAL SPECIFICATION BASES

FOR THE HOLTEC HI-STORM 100 SPENT FUEL STORAGE CASK SYSTEM

HOLTEC INTERNATIONAL COPYRIGHTED MATERIAL

BASES TABLE OF CONTENTS

3.0	LIMITING CONDITION FOR OPERATION (LCO) APPLICABILITY	B 3.0-1
3.0	SURVEILLANCE REQUIREMENT (SR) APPLICABILITY	B 3.0-5
3.1	SFSC INTEGRITY	B 3.1.1-1
3.1.1	Multi-Purpose Canister (MPC)	B 3.1.1-1
3.1.2	SFSC Heat Removal System	B 3.1.2-1
3.1.3	MPC Cavity Reflooding	B 3.1.3-1
3.1.4	Supplemental Cooling System.....	B 3.1.4-1
3.2	SFSC RADIATION PROTECTION	B 3.2.1-1
3.2.1	Deleted	
3.2.2	TRANSFER CASK Surface Contamination	B 3.2.2-1
3.2.3	Deleted	
3.3	SFSC CRITICALITY CONTROL	B 3.3.1-1
3.3.1	Boron Concentration	B 3.3.1-1

B 3.0 LIMITING CONDITION FOR OPERATION (LCO) APPLICABILITY

BASES

LCOs	LCO 3.0.1, 3.0.2, 3.0.4, and 3.0.5 establish the general requirements applicable to all Specifications and apply at all times, unless otherwise stated.
------	---

LCO 3.0.1	LCO 3.0.1 establishes the Applicability statement within each individual Specification as the requirement for when the LCO is required to be met (i.e., when the facility is in the specified conditions of the Applicability statement of each Specification).
-----------	---

LCO 3.0.2	LCO 3.0.2 establishes that upon discovery of a failure to meet an LCO, the associated ACTIONS shall be met. The Completion Time of each Required Action for an ACTIONS Condition is applicable from the point in time that an ACTIONS Condition is entered. The Required Actions establish those remedial measures that must be taken within specified Completion Times when the requirements of an LCO are not met. This Specification establishes that:
-----------	---

- a. Completion of the Required Actions within the specified Completion Times constitutes compliance with a Specification; and
- b. Completion of the Required Actions is not required when an LCO is met within the specified Completion Time, unless otherwise specified.

There are two basic types of Required Actions. The first type of Required Action specifies a time limit in which the LCO must be met. This time limit is the Completion Time to restore a system or component or to restore variables to within specified limits. Whether stated as a Required Action or not, correction of the entered Condition is an action that may always be considered upon entering ACTIONS. The second type of Required Action specifies the

(continued)

BASES

LCO 3.0.2
(continued)

remedial measures that permit continued operation that is not further restricted by the Completion Time. In this case, compliance with the Required Actions provides an acceptable level of safety for continued operation.

Completing the Required Actions is not required when an LCO is met or is no longer applicable, unless otherwise stated in the individual Specifications.

The Completion Times of the Required Actions are also applicable when a system or component is removed from service intentionally. The reasons for intentionally relying on the ACTIONS include, but are not limited to, performance of Surveillances, preventive maintenance, corrective maintenance, or investigation of operational problems. Entering ACTIONS for these reasons must be done in a manner that does not compromise safety. Intentional entry into ACTIONS should not be made for operational convenience.

LCO 3.0.3

This specification is not applicable to a dry storage cask system because it describes conditions under which a power reactor must be shut down when an LCO is not met and an associated ACTION is not met or provided. The placeholder is retained for consistency with the power reactor technical specifications.

LCO 3.0.4

LCO 3.0.4 establishes limitations on changes in specified conditions in the Applicability when an LCO is not met. It precludes placing the HI-STORM 100 System in a specified condition stated in that Applicability (e.g., Applicability desired to be entered) when the following exist:

- a. Facility conditions are such that the requirements of the LCO would not be met in the Applicability desired to be entered; and
- b. Continued noncompliance with the LCO requirements, if the Applicability were entered, would result in being required to

(continued)

BASES

LCO 3.0.4 (continued)

exit the Applicability desired to be entered to comply with the Required Actions.

Compliance with Required Actions that permit continuing with dry fuel storage activities for an unlimited period of time in a specified condition provides an acceptable level of safety for continued operation. This is without regard to the status of the dry storage system. Therefore, in such cases, entry into a specified condition in the Applicability may be made in accordance with the provisions of the Required Actions. The provisions of this Specification should not be interpreted as endorsing the failure to exercise the good practice of restoring systems or components before entering an associated specified condition in the Applicability.

The provisions of LCO 3.0.4 shall not prevent changes in specified conditions in the Applicability that are required to comply with ACTIONS. In addition, the provisions of LCO 3.0.4 shall not prevent changes in specified conditions in the Applicability that are related to the unloading of an SFSC.

Exceptions to LCO 3.0.4 are stated in the individual Specifications. Exceptions may apply to all the ACTIONS or to a specific Required Action of a Specification.

LCO 3.0.5

LCO 3.0.5 establishes the allowance for restoring equipment to service under administrative controls when it has been removed from service or determined to not meet the LCO to comply with the ACTIONS. The sole purpose of this Specification is to provide an exception to LCO 3.0.2 (e.g., to not comply with the applicable Required Action(s)) to allow the performance of testing to demonstrate:

- a. The equipment being returned to service meets the LCO; or
- b. Other equipment meets the applicable LCOs.

(continued)

BASES

LCO 3.0.5
(continued)

The administrative controls ensure the time the equipment is returned to service in conflict with the requirements of the ACTIONS is limited to the time absolutely necessary to perform the allowed testing. This Specification does not provide time to perform any other preventive or corrective maintenance.

B 3.0 SURVEILLANCE REQUIREMENT (SR) APPLICABILITY

BASES

SRs SR 3.0.1 through SR 3.0.4 establish the general requirements applicable to all Specifications and apply at all times, unless otherwise stated.

SR 3.0.1 SR 3.0.1 establishes the requirement that SRs must be met during the specified conditions in the Applicability for which the requirements of the LCO apply, unless otherwise specified in the individual SRs. This Specification is to ensure that Surveillances are performed to verify that systems and components meet the LCO and variables are within specified limits. Failure to meet a Surveillance within the specified Frequency, in accordance with SR 3.0.2, constitutes a failure to meet an LCO.

Systems and components are assumed to meet the LCO when the associated SRs have been met. Nothing in this Specification, however, is to be construed as implying that systems or components meet the associated LCO when:

- a. The systems or components are known to not meet the LCO, although still meeting the SRs; or
- b. The requirements of the Surveillance(s) are known to be not met between required Surveillance performances.

Surveillances do not have to be performed when the HI-STORM 100 System is in a specified condition for which the requirements of the associated LCO are not applicable, unless otherwise specified.

Surveillances, including Surveillances invoked by Required Actions, do not have to be performed on equipment that has been determined to not meet the LCO because the ACTIONS define the remedial measures that apply. Surveillances have to be met and performed in accordance with SR 3.0.2, prior to returning equipment to service. Upon completion of maintenance, appropriate post-maintenance testing is required. This includes ensuring applicable Surveillances

(continued)

BASES

SR 3.0.1
(continued)

are not failed and their most recent performance is in accordance with SR 3.0.2. Post maintenance testing may not be possible in the current specified conditions in the Applicability due to the necessary dry storage cask system parameters not having been established. In these situations, the equipment may be considered to meet the LCO provided testing has been satisfactorily completed to the extent possible and the equipment is not otherwise believed to be incapable of performing its function. This will allow dry fuel storage activities to proceed to a specified condition where other necessary post maintenance tests can be completed.

SR 3.0.2

SR 3.0.2 establishes the requirements for meeting the specified Frequency for Surveillances and any Required Action with a Completion Time that requires the periodic performance of the Required Action on a "once per..." interval.

SR 3.0.2 permits a 25% extension of the interval specified in the Frequency. This extension facilitates Surveillance scheduling and considers facility conditions that may not be suitable for conducting the Surveillance (e.g., transient conditions or other ongoing Surveillance or maintenance activities).

The 25% extension does not significantly degrade the reliability that results from performing the Surveillance at its specified Frequency. This is based on the recognition that the most probable result of any particular Surveillance being performed is the verification of conformance with the SRs. The exceptions to SR 3.0.2 are those Surveillances for which the 25% extension of the interval specified in the Frequency does not apply. These exceptions are stated in the individual Specifications as a Note in the Frequency stating, "SR 3.0.2 is not applicable."

As stated in SR 3.0.2, the 25% extension also does not apply to the initial portion of a periodic Completion Time that requires performance on a "once per..." basis. The 25% extension applies to each performance after the initial performance. The initial performance of the Required Action, whether it is a particular Surveillance or some other remedial action, is considered a single action with a single Completion Time. One reason for not allowing the 25% extension

(continued)

BASES

SR 3.0.2 (continued)

to this Completion Time is that such an action usually verifies that no loss of function has occurred by checking the status of redundant or diverse components or accomplishes the function of the affected equipment in an alternative manner.

The provisions of SR 3.0.2 are not intended to be used repeatedly merely as an operational convenience to extend Surveillance intervals or periodic Completion Time intervals beyond those specified.

SR 3.0.3

SR 3.0.3 establishes the flexibility to defer declaring affected equipment as not meeting the LCO or an affected variable outside the specified limits when a Surveillance has not been completed within the specified Frequency. A delay period of up to 24 hours or up to the limit of the specified Frequency, whichever is less, applies from the point in time that it is discovered that the Surveillance has not been performed in accordance with SR 3.0.2, and not at the time that the specified Frequency was not met.

This delay period provides adequate time to complete Surveillances that have been missed. This delay period permits the completion of a Surveillance before complying with Required Actions or other remedial measures that might preclude completion of the Surveillance.

The basis for this delay period includes consideration of HI-STORM 100 System conditions, adequate planning, availability of personnel, the time required to perform the Surveillance, the safety significance of the delay in completing the required Surveillance, and the recognition that the most probable result of any particular Surveillance being performed is the verification of conformance with the requirements. When a Surveillance with a Frequency based not on time intervals, but upon specified facility conditions, is discovered not to have been performed when specified, SR 3.0.3 allows the full delay period of 24 hours to perform the Surveillance.

SR 3.0.3 also provides a time limit for completion of Surveillances that become applicable as a consequence of changes in the specified conditions in the Applicability imposed by the Required Actions.

(continued)

BASES

SR 3.0.3 (continued)

Failure to comply with specified Frequencies for SRs is expected to be an infrequent occurrence. Use of the delay period established by SR 3.0.3 is a flexibility which is not intended to be used as an operational convenience to extend Surveillance intervals.

If a Surveillance is not completed within the allowed delay period, then the equipment is considered to not meet the LCO or the variable is considered outside the specified limits and the Completion Times of the Required Actions for the applicable LCO Conditions begin immediately upon expiration of the delay period. If a Surveillance is failed within the delay period, then the equipment does not meet the LCO, or the variable is outside the specified limits and the Completion Times of the Required Actions for the applicable LCO Conditions begin immediately upon the failure of the Surveillance.

Completion of the Surveillance within the delay period allowed by this Specification, or within the Completion Time of the ACTIONS, restores compliance with SR 3.0.1.

SR 3.0.4

SR 3.0.4 establishes the requirement that all applicable SRs must be met before entry into a specified condition in the Applicability.

This Specification ensures that system and component requirements and variable limits are met before entry into specified conditions in the Applicability for which these systems and components ensure safe conduct of dry fuel storage activities.

The provisions of this Specification should not be interpreted as endorsing the failure to exercise the good practice of restoring systems or components before entering an associated specified condition in the Applicability.

However, in certain circumstances, failing to meet an SR will not result in SR 3.0.4 restricting a change in specified condition. When a system, subsystem, division, component, device, or variable is

(continued)

BASES

SR 3.0.4 (continued)

outside its specified limits, the associated SR(s) are not required to be performed per SR 3.0.1, which states that Surveillances do not have to be performed on equipment that has been determined to not meet the LCO. When equipment does not meet the LCO, SR 3.0.4 does not apply to the associated SR(s) since the requirement for the SR(s) to be performed is removed. Therefore, failing to perform the Surveillance(s) within the specified Frequency does not result in an SR 3.0.4 restriction to changing specified conditions of the Applicability. However, since the LCO is not met in this instance, LCO 3.0.4 will govern any restrictions that may (or may not) apply to specified condition changes.

The provisions of SR 3.0.4 shall not prevent changes in specified conditions in the Applicability that are required to comply with ACTIONS. In addition, the provisions of LCO 3.0.4 shall not prevent changes in specified conditions in the Applicability that are related to the unloading of an SFSC.

The precise requirements for performance of SRs are specified such that exceptions to SR 3.0.4 are not necessary. The specific time frames and conditions necessary for meeting the SRs are specified in the Frequency, in the Surveillance, or both. This allows performance of Surveillances when the prerequisite condition(s) specified in a Surveillance procedure require entry into the specified condition in the Applicability of the associated LCO prior to the performance or completion of a Surveillance. A Surveillance that could not be performed until after entering the LCO Applicability would have its Frequency specified such that it is not "due" until the specific conditions needed are met. Alternately, the Surveillance may be stated in the form of a Note as not required (to be met or performed) until a particular event, condition, or time has been reached. Further discussion of the specific formats of SRs' annotation is found in Section 1.4, Frequency.

B 3.1 SFSC Integrity

B 3.1.1 Multi-Purpose Canister (MPC)

BASES

BACKGROUND A TRANSFER CASK with an empty MPC is placed in the spent fuel pool and loaded with fuel assemblies meeting the requirements of the CoC. A lid is then placed on the MPC. The TRANSFER CASK and MPC are raised to the top of the spent fuel pool surface. The TRANSFER CASK and MPC are then moved into the cask preparation area where the MPC lid is welded to the MPC shell and the welds are inspected and tested. The water is drained from the MPC cavity and drying is performed. The MPC cavity is backfilled with helium. Then, the MPC vent and drain port cover plates and closure ring are installed and welded. Inspections are performed on the welds. MPC cavity moisture removal using vacuum drying or forced helium dehydration is performed to remove residual moisture from the MPC cavity space after the MPC has been drained of water. If vacuum drying is used, any water that has not drained from the fuel cavity evaporates from the fuel cavity due to the vacuum. This is aided by the temperature increase due to the decay heat of the fuel and by the heat added to the MPC from the optional warming pad, if used.

If forced helium dehydration is used, the dry gas introduced to the MPC cavity through the vent or drain port absorbs the residual moisture in the MPC. This humidified gas exits the MPC via the other port and the absorbed water is removed through condensation and/or mechanical drying. The dried helium is then forced back to the MPC until the temperature acceptance limit is met.

After the completion of drying, the MPC cavity is backfilled with helium meeting the requirements of the CoC.

(continued)

BASES

BACKGROUND

(continued)

Backfilling of the MPC fuel cavity with helium promotes gaseous heat dissipation and the inert atmosphere protects the fuel cladding. Backfilling the MPC with helium in the required quantity eliminates air inleakage over the life of the MPC because the cavity pressure rises due to heat up of the confined gas by the fuel decay heat during storage.

APPLICABLE SAFETY ANALYSIS

The confinement of radioactivity during the storage of spent fuel in the MPC is ensured by the multiple confinement boundaries and systems. The barriers relied on are the fuel pellet matrix, the metallic fuel cladding tubes in which the fuel pellets are contained, and the MPC in which the fuel assemblies are stored. Long-term integrity of the fuel and cladding depend on storage in an inert atmosphere. This is accomplished by removing water from the MPC and backfilling the cavity with an inert gas. The thermal analyses of the MPC assume that the MPC cavity is filled with dry helium of a minimum quantity to ensure the assumptions used for convection heat transfer are preserved. Keeping the backfill pressure below the maximum value preserves the initial condition assumptions made in the MPC overpressurization evaluation.

(continued)

BASES (continued)

LCO A dry, helium filled and sealed MPC establishes an inert heat removal environment necessary to ensure the integrity of the multiple confinement boundaries. Moreover, it also ensures that there will be no air in-leakage into the MPC cavity that could damage the fuel cladding over the storage period.

APPLICABILITY The dry, sealed and inert atmosphere is required to be in place during TRANSPORT OPERATIONS and STORAGE OPERATIONS to ensure both the confinement barriers and heat removal mechanisms are in place during these operating periods. These conditions are not required during LOADING OPERATIONS or UNLOADING OPERATIONS as these conditions are being established or removed, respectively during these periods in support of other activities being performed with the stored fuel.

ACTIONS A note has been added to the ACTIONS which states that, for this LCO, separate Condition entry is allowed for each MPC. This is acceptable since the Required Actions for each Condition provide appropriate compensatory measures for each MPC not meeting the LCO. Subsequent MPCs that do not meet the LCO are governed by subsequent Condition entry and application of associated Required Actions.

A.1

If the cavity vacuum drying pressure or demister exit gas temperature limit has been determined not to be met during TRANSPORT OPERATIONS or STORAGE OPERATIONS, an engineering evaluation is necessary to determine the potential quantity of moisture left within the MPC cavity. Since moisture remaining in the cavity during these modes of operation may represent a long-term degradation concern, immediate action is not necessary. The Completion Time is sufficient to complete the engineering evaluation commensurate with the safety significance of the CONDITION.

BASES

ACTIONS
(continued)

A.2

Once the quantity of moisture potentially left in the MPC cavity is determined, a corrective action plan shall be developed and actions initiated to the extent necessary to return the MPC to an analyzed condition. Since the quantity of moisture estimated under Required Action A.1 can range over a broad scale, different recovery strategies may be necessary. Since moisture remaining in the cavity during these modes of operation may represent a long-term degradation concern, immediate action is not necessary. The Completion Time is sufficient to develop and initiate the corrective actions commensurate with the safety significance of the CONDITION.

B.1

If the helium backfill quantity limit has been determined not to be met during TRANSPORT OPERATIONS or STORAGE OPERATIONS, an engineering evaluation is necessary to determine the quantity of helium within the MPC cavity. Since too much or too little helium in the MPC during these modes represents a potential overpressure or heat removal degradation concern, an engineering evaluation shall be performed in a timely manner. The Completion Time is sufficient to complete the engineering evaluation commensurate with the safety significance of the CONDITION.

B.2

Once the quantity of helium in the MPC cavity is determined, a corrective action plan shall be developed and initiated to the extent necessary to return the MPC to an analyzed condition. Since the quantity of helium estimated under Required Action B.1 can range over a broad scale, different recovery strategies may be necessary. Since elevated or reduced helium quantities existing in the MPC cavity represent a potential overpressure or heat removal degradation concern, corrective actions should be developed and implemented in a timely manner. The Completion Time is sufficient to develop and initiate the corrective actions commensurate with the safety significance of the CONDITION.

BASES

ACTIONS

(continued)

C.1

If the helium leak rate limit has been determined not to be met, an engineering evaluation is necessary to determine the impact of increased helium leak rate on heat removal and off-site dose. Since the HI-STORM OVERPACK is a ventilated system, any leakage from the MPC is transported directly to the environment. Since an increased helium leak rate represents a potential challenge to MPC heat removal and the off-site doses, reasonably rapid action is warranted. The Completion Time is sufficient to complete the engineering evaluation commensurate with the safety significance of the CONDITION.

C.2

Once the consequences of the elevated leak rate from the MPC are determined, a corrective action plan shall be developed and initiated to the extent necessary to return the MPC to an analyzed condition. Since the recovery mechanisms can range over a broad scale based on the evaluation performed under Required Action C.1, different recovery strategies may be necessary. Since an elevated helium leak rate represents a challenge to heat removal rates and offsite doses, reasonably rapid action is required. The Completion Time is sufficient to develop and initiate the corrective actions commensurate with the safety significance of the CONDITION.

D.1

If the MPC fuel cavity cannot be successfully returned to a safe, analyzed condition, the fuel must be placed in a safe condition in the spent fuel pool. The Completion Time is reasonable based on the time required to replace the transfer lid with the pool lid (if required), perform fuel cooldown operations (if required), re-flood the MPC, cut the MPC lid welds, move the TRANSFER CASK into the spent fuel pool, remove the MPC lid, and remove the spent fuel assemblies in an orderly manner and without challenging personnel.

BASES

SURVEILLANCE REQUIREMENTS SR 3.1.1.1 , SR 3.1.1.2, and SR 3.1.1.3

The long-term integrity of the stored fuel is dependent on storage in a dry, inert environment. For moderate burnup fuel cavity dryness may be demonstrated either by evacuating the cavity to a very low absolute pressure and verifying that the pressure is held over a specified period of time or by recirculating dry helium through the MPC cavity to absorb moisture until the gas temperature or dew point at the specified location reaches and remains below the acceptance limit for the specified time period. A low vacuum pressure or a demister exit temperature meeting the acceptance limit is an indication that the cavity is dry. For high burnup fuel and high decay heat load MPCs, the forced helium dehydration method of moisture removal must be used to provide necessary cooling of the fuel during drying operations. Cooling provided by normal operation of the forced helium dehydration system ensures that the fuel cladding temperature remains below the applicable limits since forced recirculation of helium provides more effective heat transfer than that which occurs during normal storage operations.

Table 3-1 of Appendix A to the CoC provides the appropriate requirements for drying the MPC cavity based on the burnup class of the fuel (moderate or high) and the applicable short-term temperature limit. The temperature limits and associated cladding hoop stress calculation requirements are consistent with the guidance in NRC Interim Staff Guidance (ISG) Document 11.

Having the proper quantity of helium in the MPC ensures adequate heat transfer from the fuel to the fuel basket and surrounding structure of the MPC and precludes any overpressure event from challenging the normal, off-normal, or accident design pressure of the MPC.

Meeting the helium leak rate limit ensures there is adequate helium in the MPC for long term storage and that there is no credible effluent dose from the cask.

(continued)

BASES

SURVEILLANCE REQUIREMENTS SR 3.1.1.1, SR 3.1.1.2 , and SR 3.1.1.3 (continued)

All of these surveillances must be successfully performed once, prior to TRANSPORT OPERATIONS to ensure that the conditions are established for SFSC storage which preserve the analysis basis supporting the cask design.

REFERENCES

1. FSAR Sections 1.2, 4.4, 4.5, 7.2, 7.3 and 8.1
2. Interim Staff Guidance Document 11
3. Interim Staff Guidance Document 18

B 3.1 SFSC Integrity

B 3.1.2 SFSC Heat Removal System

BASES

BACKGROUND The SFSC Heat Removal System is a passive, air-cooled, convective heat transfer system that ensures heat from the MPC canister is transferred to the environs by the chimney effect. Relatively cool air is drawn into the annulus between the OVERPACK and the MPC through the inlet air ducts at the bottom of the OVERPACK. The MPC transfers its heat from the canister surface to the air via natural convection. The buoyancy created by the heating of the air creates a chimney effect and the air is forced back into the environs through the outlet air ducts at the top of the OVERPACK.

APPLICABLE SAFETY ANALYSIS The thermal analyses of the SFSC take credit for the decay heat from the spent fuel assemblies being ultimately transferred to the ambient environment surrounding the OVERPACK. Transfer of heat away from the fuel assemblies ensures that the fuel cladding and other SFSC component temperatures do not exceed applicable limits. Under normal storage conditions, the inlet and outlet air ducts are unobstructed and full air flow (i.e., maximum heat transfer for the given ambient temperature) occurs.

Analyses have been performed for the complete obstruction of half, and all inlet air ducts. Blockage of half of the inlet air ducts reduces air flow through the OVERPACK annulus and decreases heat transfer from the MPC. Under this off-normal condition, no SFSC components exceed the short term temperature limits.

(continued)

BASES

APPLICABLE
SAFETY
ANALYSIS
(continued)

The complete blockage of all inlet air ducts stops normal air cooling of the MPC. The MPC will continue to radiate heat to the relatively cooler inner shell of the OVERPACK. With the loss of normal air cooling, the SFSC component temperatures will increase toward their respective short-term temperature limits. None of the components reach their temperature limits over the 72-hour duration of the analyzed event.

LCO

The SFSC Heat Removal System must be verified to be operable to preserve the assumptions of the thermal analyses. Operability of the heat removal system ensures that the decay heat generated by the stored fuel assemblies is transferred to the environs at a sufficient rate to maintain fuel cladding and other SFSC component temperatures within design limits.

The intent of this LCO is to address those occurrences of air duct blockage that can be reasonably anticipated to occur from time to time at the ISFSI (i.e., Design Event I and II class events per ANSI/ANS-57.9). These events are of the type where corrective actions can usually be accomplished within one 8-hour operating shift to restore the heat removal system to operable status (e.g., removal of loose debris).

(continued)

BASES

LCO

(continued)

This LCO is not intended to address low frequency, unexpected Design Event III and IV class events such as design basis accidents and extreme environmental phenomena that could potentially block one or more of the air ducts for an extended period of time (i.e., longer than the total Completion Time of the LCO). This class of events is addressed site-specifically as required by Section 3.4.9 of Appendix B to the CoC.

APPLICABILITY

The LCO is applicable during STORAGE OPERATIONS. Once an OVERPACK containing an MPC loaded with spent fuel has been placed in storage, the heat removal system must be operable to ensure adequate dissipation of the decay heat from the fuel assemblies.

ACTIONS

A note has been added to the ACTIONS which states that, for this LCO, separate Condition entry is allowed for each SFSC. This is acceptable since the Required Actions for each Condition provide appropriate compensatory measures for each SFSC not meeting the LCO. Subsequent SFSCs that don't meet the LCO are governed by subsequent Condition entry and application of associated Required Actions.

A.1

If the heat removal system has been determined to be inoperable, it must be restored to operable status within eight hours. Eight hours is a reasonable period of time (typically, one operating shift) to take action to remove the obstructions in the air flow path.

(continued)

BASES

ACTIONS
(continued)

B.1

If the heat removal system cannot be restored to operable status within eight hours, the innermost portion of the OVERPACK concrete may experience elevated temperatures. Therefore, dose rates are required to be measured to verify the effectiveness of the radiation shielding provided by the concrete. This Action must be performed immediately and repeated every twelve hours thereafter to provide timely and continued evaluation of the effectiveness of the concrete shielding. As necessary, the cask user shall provide additional radiation protection measures such as temporary shielding. The Completion Time is reasonable considering the expected slow rate of deterioration, if any, of the concrete under elevated temperatures.

B.2.1

In addition to Required Action B.1, efforts must continue to restore cooling to the SFSC. Efforts must continue to restore the heat removal system to operable status by removing the air flow obstruction(s) unless optional Required Action B.2.2 is being implemented.

This Required Action must be complete in 64 hours.

(continued)

BASES

ACTIONS

B.2.1 (continued)

The Completion Time reflects the 8 hours to complete Required Action A.1 and the appropriate balance of time consistent with the applicable analysis results. The event is assumed to begin at the time the SFSC heat removal system is declared inoperable. This is reasonable considering the low probability of all inlet or outlet ducts becoming simultaneously blocked by trash or debris.

B.2.2

In lieu of implementing Required Action B.2.1, transfer of the MPC into a TRANSFER CASK will place the MPC in an analyzed condition and ensure adequate fuel cooling until actions to correct the heat removal system inoperability can be completed. Transfer of the MPC into a TRANSFER CASK removes the SFSC from the LCO Applicability since STORAGE OPERATIONS does not include times when the MPC resides in the TRANSFER CASK. In this case, the requirements of CoC Appendix A, LCO 3.1.4 apply.

An engineering evaluation must be performed to determine if any concrete deterioration has occurred which prevents it from performing its design function. If the evaluation is successful and the air flow obstructions have been cleared, the OVERPACK heat removal system may be considered operable and the MPC transferred back into the OVERPACK. Compliance with LCO 3.1.2 is then restored. If the evaluation is unsuccessful, the user must transfer the MPC into a different, fully qualified OVERPACK to resume STORAGE OPERATIONS and restore compliance with LCO 3.1.2

(continued)

BASES

ACTIONS

B.2.2 (continued)

In lieu of performing the engineering evaluation, the user may opt to proceed directly to transferring the MPC into a different, fully qualified OVERPACK or place the TRANSFER CASK in the spent fuel pool and unload the MPC.

The Completion Time of 64 hours reflects the Completion Time from Required Action B.2.1 to ensure component temperatures remain below their short-term temperature limits for the respective decay heat loads.

SURVEILLANCE REQUIREMENTS

SR 3.1.2.1

The long-term integrity of the stored fuel is dependent on the ability of the SFSC to reject heat from the MPC to the environment. There are two options for implementing SR 3.1.2.1, either of which is acceptable for demonstrating that the heat removal system is OPERABLE.

Visual observation that all inlet and outlet air ducts are unobstructed ensures that air flow past the MPC is occurring and heat transfer is taking place. Complete blockage of any one or more inlet or outlet air ducts renders the heat removal system inoperable and this LCO not met. Partial blockage of one or more inlet or outlet air ducts does not constitute inoperability of the heat removal system. However, corrective actions should be taken promptly to remove the obstruction and restore full flow through the affected duct(s).

(continued)

BASES

SURVEILLANCE REQUIREMENTS SR 3.1.2.1 (continued)

As an alternative, for OVERPACKs with air temperature monitoring instrumentation installed in the outlet air ducts, the temperature rise between ambient and the OVERPACK air outlet may be monitored to verify operability of the heat removal system. Blocked inlet or outlet air ducts will reduce air flow and increase the temperature rise experienced by the air as it removes heat from the MPC. Based on the analyses, provided the air temperature rise is less than the limits stated in the SR, adequate air flow and, therefore, adequate heat transfer is occurring to provide assurance of long term fuel cladding integrity. The reference ambient temperature used to perform this Surveillance shall be measured at the ISFSI facility.

The Frequency of 24 hours is reasonable based on the time necessary for SFSC components to heat up to unacceptable temperatures assuming design basis heat loads, and allowing for corrective actions to take place upon discovery of blockage of air ducts.

REFERENCES

1. FSAR Chapter 4
2. FSAR Sections 11.2.13 and 11.2.14
3. ANSI/ANS 57.9-1992

B 3.1 SFSC INTEGRITY

B 3.1.3 MPC Cavity Reflooding

BASES

BACKGROUND

In the event that an MPC must be unloaded, the TRANSFER CASK with its enclosed MPC is returned to the cask preparation area to begin the process of fuel unloading. The MPC closure ring, and vent and drain port cover plates are removed. The MPC gas is sampled to determine the integrity of the spent fuel cladding. The pressure in the MPC cavity is ensured to be less than the 100 psig design pressure. This is accomplished via direct measurement of the MPC gas pressure or via analysis.

After ensuring the MPC cavity pressure meets the LCO limit, the MPC is then re-flooded with water at a controlled rate and/or the pressure monitored to ensure that the pressure remains below 100 psig. Once the cavity is filled with water, the MPC lid weld is removed leaving the MPC lid in place. The transfer cask and MPC are placed in the spent fuel pool and the MPC lid is removed. The fuel assemblies are removed from the MPC and the MPC and transfer cask are removed from the spent fuel pool and decontaminated.

(continued)

BASES (continued)

BACKGROUND (continued)	Ensuring that the MPC cavity pressure is less than the LCO limit ensures that any steam produced within the cavity is safely vented to an appropriate location and eliminates the risk of high MPC pressure due to sudden generation of large steam quantities during re-flooding.
---------------------------	--

APPLICABLE SAFETY ANALYSIS	The confinement of radioactivity during the storage of spent fuel in the MPC is ensured by the multiple confinement boundaries and systems. The barriers relied on are the fuel pellet matrix, the metallic fuel cladding tubes in which the fuel pellets are contained, and the MPC in which the fuel assemblies are stored. Standard practice in the dry cask industry has historically been to directly reflood the cask with water. This standard practice is known not to induce fuel cladding failures.
----------------------------------	---

The integrity of the MPC depends on maintaining the internal cavity pressures within design limits. This is accomplished by introducing water to the cavity in a controlled manner such that there is no sudden formation of large quantities of steam during MPC re-flooding. (Ref. 1).

LCO	(continued)	Determining the MPC cavity pressure prior to and during re-flooding ensures that there will be sufficient venting of any steam produced to avoid excessive MPC pressurization.
-----	-------------	--

APPLICABILITY	The MPC cavity pressure is controlled during UNLOADING OPERATIONS after the transfer cask and integral MPC are back in the FUEL BUILDING and are no longer suspended from, or secured in, the transporter. Therefore, the Cask Reflood LCO does not apply during TRANSPORT OPERATIONS and STORAGE OPERATIONS.
---------------	---

A note has been added to the APPLICABILITY for LCO 3.1.3 which states that the LCO is only applicable during wet UNLOADING OPERATIONS. This is acceptable since the intent of the LCO is to avoid uncontrolled MPC pressurization due to water flashing during re-flooding operations. This is not a concern for dry UNLOADING OPERATIONS.

BASES (continued)

(continued)

ACTIONS A note has been added to the ACTIONS which states that, for this LCO, separate Condition entry is allowed for each MPC. This is acceptable since the Required Actions for each Condition provide appropriate compensatory measures for each MPC not meeting the LCO. Subsequent MPCs that do not meet the LCO are governed by subsequent Condition entry and application of associated Required Actions.

A

If the MPC cavity pressure limit is not met, actions must be taken to restore the parameters to within the limits before initiating or continuing re-flooding the MPC.

Immediately is an appropriate Completion Time because it requires action to be initiated promptly and completed without delay, but does not establish any particular fixed time limit for completing the action. This offers the flexibility necessary for users to plan and implement any necessary work activities commensurate with the safety significance of the condition, which is governed by the MPC heat load.

SURVEILLANCE
REQUIREMENTS

SR 3.1.3.1

(continued)

The integrity of the MPC is dependent on controlling the internal MPC pressure. By controlling the MPC internal pressure prior to and during re-flooding the MPC there is sufficient steam venting capacity during MPC re-flooding.

The LCO must be met on each SFSC before the initiation of MPC re-flooding operations to ensure the design and analysis basis are preserved.

REFERENCES

1. FSAR, Section 4.5 and 8.3.2.
-

B 3.1 SFSC Integrity

B 3.1.4 Supplemental Cooling System

BASES

BACKGROUND The Supplemental Cooling System (SCS) is an active, water cooling system that provides augmented heat removal from the MPC to ensure fuel cladding temperatures remain below the applicable limit during onsite transport operations in the TRANSFER CASK. The system is required for all MPCs meeting the burnup, heat load, and TRANSFER CASK orientation combinations specified in the Applicability of the LCO.

APPLICABLE SAFETY ANALYSIS The thermal analyses of the MPC inside the TRANSFER CASK take credit for the operation of the SCS under certain conditions to ensure that the spent fuel cladding temperature remains below the applicable limit. FSAR Section 4.5 describes these analyses in more detail. For MPCs containing all moderate burnup fuel ($\leq 45,000$ MWD/MTU), SCS operation is not required, because the fuel cladding temperature cannot exceed the limit of 1058°F for moderate burnup fuel (Refs. 2 and 3).

For high burnup fuel, the fuel cladding temperature limit is 400°C (752°F) during onsite transportation. For MPCs containing one or more high burnup fuel assemblies, the SCS has been credited in the thermal analysis in order to meet the lower fuel cladding temperature limit.

(continued)

BASES

LCO The Supplemental Cooling System must be operable if the MPC/TRANSFER cask assemblage meets one of the following conditions in the Applicability portion of the LCO in order to preserve the assumptions made in the thermal analysis.

APPLICABILITY The LCO is applicable within 4 hours after completion of MPC drying operations in accordance with LCO 3.1.1 or within 4 hours of transferring the MPC into the TRANSFER CASK if the MPC is to be unloaded, and the following conditions are met:

MPCs having one or more fuel assemblies with an average burnup greater than 45,000 MWD/MTU.

ACTIONS

A.1

If the SCS has been determined to be inoperable, the thermal analysis shows that the fuel cladding temperature would not exceed the short term temperature limit applicable to an off-normal condition, even with no water in the TRANSFER CASK-to-MPC annulus. Actions should be taken to restore the SCS to operable status in a timely manner. Because the thermal analysis is a steady-state analysis, there is an indefinite period of time available to make repairs to the SCS. However, it is prudent to require the actions to be completed in a reasonably short period of time. A Completion Time of 7 days is considered appropriate and a reasonable amount of time to plan the work, obtain needed parts, and execute the work in a controlled manner.

(continued)

BASES

ACTIONS (continued)

B.1

If, after 7 days, the SCS cannot be restored to operable status, actions should be taken to remove the fuel assemblies from the MPC and place them back into the spent fuel pool storage racks. Thirty days is considered a reasonable time frame given that the MPC will be adequately cooled while this action is being planned and implemented, and certain equipment for this infrequent evolution (e.g., weld cutting machine) may take some time to acquire.

SURVEILLANCE REQUIREMENTS SR 3.1.4.1

The long-term integrity of the stored fuel is dependent on the ability of the SFSC to reject heat from the MPC to the environment, including during short-term evolutions such as on-site transportation in the TRANSFER CASK. The SCS is required to ensure adequate fuel cooling in certain cases. The SCS should be verified to be operable every two hours. This would involve verification that the water flow rate and temperatures are within expected ranges and the pump and air cooler are operating as expected. This is a reasonable Frequency given the typical oversight occurring during the on-site transportation evolution, the duration of the evolution, and the simple equipment involved.

REFERENCES

1. FSAR Section 4.5
 2. NRC Interim Staff Guidance 11, Rev. 3
 3. NRC Memorandum, C. Brown to M.W. Hodges, January 29, 2004
-

Deleted
B 3.2.1

B 3.2

B 3.2.1 Deleted

B 3.2 SFSC Radiation Protection

B 3.2.2 TRANSFER CASK Surface Contamination

BASES

BACKGROUND	A TRANSFER CASK is immersed in the spent fuel pool in order to load the spent fuel assemblies. As a result, the surface of the TRANSFER CASK may become contaminated with the radioactive material in the spent fuel pool water. This contamination is removed prior to moving the TRANSFER CASK to the ISFSI, or prior to transferring the MPC into the OVERPACK, whichever occurs first, in order to minimize the radioactive contamination to personnel or the environment. This allows dry fuel storage activities to proceed without additional radiological controls to prevent the spread of contamination and reduces personnel dose due to the spread of loose contamination or airborne contamination. This is consistent with ALARA practices.
------------	---

APPLICABLE SAFETY ANALYSIS	The radiation protection measures implemented during MPC transfer and transportation using the TRANSFER CASK are based on the assumption that the exterior surfaces of the TRANSFER CASKs have been decontaminated. Failure to decontaminate the surfaces of the TRANSFER CASKs could lead to higher-than-projected occupational doses.
----------------------------------	---

LCO	Removable surface contamination on the TRANSFER CASK exterior surfaces and accessible surfaces of the MPC is limited to 1000 dpm/100 cm ² from beta and gamma sources and 20 dpm/100 cm ² from alpha sources. These limits are taken from the guidance in IE Circular 81-07 (Ref. 2) and are based on the minimum level of activity that can be routinely detected under a surface contamination control program using direct survey methods. Only loose contamination is controlled, as fixed contamination will not result from the TRANSFER CASK loading process.
-----	--

(continued)

BASES

LCO
(continued)

Experience has shown that these limits are low enough to prevent the spread of contamination to clean areas and are significantly less than the levels which would cause significant personnel skin dose. LCO 3.2.2 requires removable contamination to be within the specified limits for the exterior surfaces of the TRANSFER CASK and accessible portions of the MPC. The location and number of surface swipes used to determine compliance with this LCO are determined based on standard industry practice and the user's plant-specific contamination measurement program for objects of this size. Accessible portions of the MPC means the upper portion of the MPC external shell wall accessible after the inflatable annulus seal is removed and before the annulus shield ring is installed. The user shall determine a reasonable number and location of swipes for the accessible portion of the MPC. The objective is to determine a removable contamination value representative of the entire upper circumference of the MPC, while implementing sound ALARA practices.

APPLICABILITY

The applicability is modified by a note that states that the LCO is not applicable to the TRANSFER CASK if MPC transfer operations occur inside the FUEL BUILDING. This is consistent with the intent of this LCO, which is to ensure loose contamination on the loaded TRANSFER CASK and MPC outside the FUEL BUILDING is within limits. If the MPC transfer is performed inside the FUEL BUILDING the empty TRANSFER CASK remains behind and is treated like any other contaminated hardware under the user's Part 50 contamination control program.

Verification that the surface contamination is less than the LCO limit is performed during LOADING OPERATIONS. This occurs before TRANSPORT OPERATIONS, when the LCO is applicable. Measurement of surface contamination is unnecessary during UNLOADING OPERATIONS as surface contamination would have been measured prior to moving the subject TRANSFER CASK to the ISFSI.

(continued)

BASES (continued)

ACTIONS

A note has been added to the ACTIONS which states that, for this LCO, separate Condition entry is allowed for each TRANSFER CASK. This is acceptable since the Required Actions for each Condition provide appropriate compensatory measures for each TRANSFER CASK not meeting the LCO. Subsequent TRANSFER CASKs that do not meet the LCO are governed by subsequent Condition entry and application of associated Required Actions.

A.1

If the removable surface contamination of a TRANSFER CASK or MPC, as applicable, that has been loaded with spent fuel is not within the LCO limits, action must be initiated to decontaminate the TRANSFER CASK or MPC and bring the removable surface contamination within limits. The Completion Time of 7 days is appropriate given that sufficient time is needed to prepare for, and complete the decontamination once the LCO is determined not to be met.

SURVEILLANCE
REQUIREMENTS

SR 3.2.2.1

This SR verifies that the removable surface contamination on the TRANSFER CASK and/or accessible portions of the MPC is less than the limits in the LCO. The Surveillance is performed using smear surveys to detect removable surface contamination. The Frequency requires performing the verification during LOADING OPERATIONS in order to confirm that the TRANSFER CASK or OVERPACK can be moved to the ISFSI without spreading loose contamination.

REFERENCES

1. FSAR Sections 8.1.5 and 8.1.6.
 2. NRC IE Circular 81-07.
-

Deleted
B 3.2.3

B 3.2

B 3.2.3 Deleted

B 3.3 SFSC Criticality Control

B 3.3.1 Boron Concentration

BASES

BACKGROUND A TRANSFER CASK with an empty MPC is placed in the spent fuel pool and loaded with fuel assemblies meeting the requirements of the Certificate of Compliance. A lid is then placed on the MPC. The TRANSFER CASK and MPC are raised to the top of the spent fuel pool surface. The TRANSFER CASK and MPC are then moved into the cask preparation area where the MPC lid is welded to the MPC shell and the welds are inspected and tested. The water is drained from the MPC cavity and drying is performed. The MPC cavity is backfilled with helium. Then, the MPC vent and drain cover plates and closure ring are installed and welded. Inspections are performed on the welds. The TRANSFER CASK bottom pool lid is replaced with the transfer lid to allow eventual transfer of the MPC into the OVERPACK.

For those MPCs containing PWR fuel assemblies of relatively high initial enrichment, credit is taken in the criticality analyses for boron in the water within the MPC. To preserve the analysis basis, users must verify that the boron concentration of the water in the MPC meets specified limits when there is fuel and water in the MPC. This may occur during LOADING OPERATIONS and UNLOADING OPERATIONS.

**APPLICABLE
SAFETY
ANALYSIS**

The spent nuclear fuel stored in the SFSC is required to remain subcritical ($k_{\text{eff}} < 0.95$) under all conditions of storage. The HI-STORM 100 SFSC is analyzed to store a wide variety of spent nuclear fuel assembly types with differing initial enrichments. For most PWR fuel loaded in the MPC-32 and MPC-32F, and for relatively high enrichment PWR fuel loaded in the MPC-24, -24E, and -24EF, credit was taken in the criticality analyses for neutron poison in the form of soluble boron in the water within the MPC. Compliance with this LCO preserves the assumptions made in the criticality analyses regarding credit for soluble boron.

(continued)

BASES (continued)

LCO

Compliance with this LCO ensures that the stored fuel will remain subcritical with a $k_{\text{eff}} \leq 0.95$ while water is in the MPC. LCOs 3.3.1.a and 3.3.1.b provide the minimum concentration of soluble boron required in the MPC water for the MPC-24, and MPC-24E/24EF, respectively, for MPCs containing all INTACT FUEL ASSEMBLIES. The limits are applicable to the respective MPCs if one or more fuel assemblies to be loaded in the MPC had an initial enrichment of U-235 greater than the value in Table 2.1-2 of Appendix B to the CoC for loading with no soluble boron credit.

LCO 3.3.1.e provides the minimum concentration of soluble boron required in the MPC water for the MPC-24E and MPC-24EF containing at least one DAMAGED FUEL ASSEMBLY or one fuel assembly classified as FUEL DEBRIS.

LCO 3.3.1.f provides the minimum concentration of soluble boron required in the MPC water for the MPC-32 and MPC-32F based on the fuel assembly array/class and the classification of the fuel as a DAMAGED FUEL ASSEMBLY or FUEL DEBRIS.

All fuel assemblies loaded into the MPC-24, MPC-24E, MPC-24EF, MPC-32, and MPC-32F are limited by analysis to maximum enrichments not exceeding 5.0 wt.% U-235.

The LCO also requires that the minimum soluble boron concentration for the most limiting fuel assembly array/class and classification to be stored in the same MPC be used. This means that the highest minimum soluble boron concentration limit for all fuel assemblies in the MPC applies in cases where fuel assembly array/classes and fuel classifications (intact vs. damaged) are mixed in the same MPC. This ensures the assumptions pertaining to soluble boron used in the criticality analyses are preserved.

(continued)

BASES

APPLICABILITY The boron concentration LCO is applicable whenever an MPC-24, -24E, -24EF, -32, or -32F has at least one PWR fuel assembly in a storage location and water in the MPC. For the MPC-24 and MPC-24E/24EF, when all fuel assemblies to be loaded have initial enrichments less than the limit for no soluble boron credit as provided in CoC Appendix B, Table 2.1-2, the boron concentration requirement is implicitly understood to be zero.

During LOADING OPERATIONS, the LCO is applicable immediately upon the loading of the first fuel assembly in the MPC. It remains applicable until the MPC is drained of water

During UNLOADING OPERATIONS, the LCO is applicable when the MPC is re-flooded with water after helium cooldown operations. Note that compliance with SR 3.0.4 assures that the water to be used to flood the MPC is of the correct boron concentration to ensure the LCO is upon entering the Applicability.

ACTIONS A note has been added to the ACTIONS which states that, for this LCO, separate Condition entry is allowed for each MPC. This is acceptable since the Required Actions for each Condition provide appropriate compensatory measures for each MPC not meeting the LCO. Subsequent MPCs that do not meet the LCO are governed by subsequent Condition entry and application of associated Required Actions.

A.1 and A.2

Continuation of LOADING OPERATIONS, UNLOADING OPERATIONS or positive reactivity additions (including actions to reduce boron concentration) is contingent upon maintaining the SFSC in compliance with the LCO. If the boron concentration of water in the MPC is less than its limit, all activities LOADING OPERATIONS, UNLOADING OPERATIONS or positive reactivity additions must be suspended immediately.

(continued)

BASES

ACTIONS (continued)

A.3

In addition to immediately suspending LOADING OPERATIONS, UNLOADING OPERATIONS and positive reactivity additions, action to restore the concentration to within the limit specified in the LCO must be initiated immediately.

One means of complying with this action is to initiate boration of the affected MPC. In determining the required combination of boration flow rate and concentration, there is no unique design basis event that must be satisfied; only that boration be initiated without delay. In order to raise the boron concentration as quickly as possible, the operator should begin boration with the best source available for existing plant conditions.

Once boration is initiated, it must be continued until the boron concentration is restored. The restoration time depends on the amount of boron that must be injected to reach the required concentration.

SURVEILLANCE REQUIREMENTS (continued)

SR 3.3.1.1

The boron concentration in the MPC water must be verified to be within the applicable limit within four hours prior to entering the Applicability of the LCO. For LOADING OPERATIONS, this means within four hours of loading the first fuel assembly into the cask.

For UNLOADING OPERATIONS, this means verifying the source of borated water to be used to re-flood the MPC within four hours of commencing re-flooding operations. This ensures that when the LCO is applicable (upon introducing water into the MPC), the LCO will be met.

(continued)

BASES

SURVEILLANCE REQUIREMENTS

(continued)

Surveillance Requirement 3.3.1.1 is modified by a note which states that SR 3.3.1.1 is only required to be performed if the MPC is submerged in water or if water is to be added to, or recirculated through the MPC. This reflects the underlying premise of this SR which is to ensure, once the correct boron concentration is established, it need only be verified thereafter if the MPC is in a state where the concentration could be changed.

There is no need to re-verify the boron concentration of the water in the MPC after it is removed from the spent fuel pool unless water is to be added to, or recirculated through the MPC, because these are the only credible activities that could potentially change the boron concentration during this time. This note also prevents the interference of unnecessary sampling activities while lid closure welding and other MPC storage preparation activities are taking place in an elevated radiation area atop the MPC. Plant procedures should ensure that any water to be added to, or recirculated through the MPC is at a boron concentration greater than or equal to the minimum boron concentration specified in the LCO

REFERENCES

1. FSAR Chapter 6.
-

HI-STORM 100 SYSTEM FSAR

APPENDIX 12.B

THIS APPENDIX HAS BEEN DELETED

SUPPLEMENT 12.I

(This Section Reserved for Future Use)

HOLTEC INTERNATIONAL COPYRIGHTED MATERIAL

HI-STORM FSAR
REPORT HI-2002444

12.I-1

Rev. 6

SUPPLEMENT 12.II

OPERATING CONTROLS AND LIMITS

The main body of this chapter remains fully applicable for the IP1 specific options of the HI-STORM 100 System.