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SUBJECT: Informs that pre-operational test was performed on 970321 & per 10CFR72.82(e), is summarized in encl rept. Spent fuel loading activities in standardized NUHOMS sys will begin no earlier than 970505.

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**DUKE POWER**

April 3, 1997

U.S. Nuclear Regulatory Commission  
Attention: Document Control Desk  
Washington, DC 20555

Subject: Duke Power Company  
Oconee Nuclear Station, Units 1, 2, and 3  
Docket Nos. 50-269, -270, and -287  
Independent Spent Fuel Storage Installation (ISFSI)  
Pre-operational Test Report

On November 7, 1997, Duke Power Company notified the NRC, pursuant to 10CFR27.212, of our intent to store fuel under the general license provisions of 10CFR72 Subpart K at Oconee Nuclear Site. Oconee will use the VECTRA standardized NUHOMS system in accordance with the Conditions of Use in the Certificate of Compliance (CoC) No. 1004.

Accordingly, as required by the CoC, a pre-operational test was performed on March 21, 1997 and, pursuant to 10CFR72.82 (e), is summarized in the attached report.

In accordance with the requirements of 10CFR72.82, spent fuel loading activities in the standardized NUHOMS system will begin no earlier than May 5, 1997.

If there are any questions or further information needed please contact S. G. Benesole at (864) 885-4120.

Very truly yours,

*Joe M Davis*  
for J. W. Hampton  
Site Vice President

Attachment

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U. S. Nuclear Regulatory Commission

April 3, 1997

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## Oconee ISFSI Phase III Pre-operational Test Report

The Standardized NUHOMS Certificate of Compliance (CoC), Section 1.6, Pre-Operational Testing and Training Exercise, requires "A dry run of the DSC loading, TC handling and DSC insertion into the HSM shall be held. This dry run shall include, but not limited to, the following:

1. Functional testing of the TC with lifting yokes to ensure that the TC can be safely transported over the entire route required for fuel loading, washdown pit and trailer loading.
2. DSC loading into the TC to verify fit and TC/DSC annulus seal.
3. Testing of TC on transport trailer and transported to ISFSI along a predetermined route and aligned with an HSM.
4. Testing of transfer trailer alignment and docking equipment. Testing of hydraulic ram to insert a DSC loaded with test weights into an HSM and then retrieve it.
5. Loading a mock-up fuel assembly into the DSC.
6. DSC sealing, vacuum drying, and cover gas backfilling operations (using a mock-up DSC).
7. Opening a DSC (using a mock-up DSC).
8. Returning the DSC and TC to the spent fuel pool."

Oconee currently has 40 NUHOMS-24P horizontal storage modules (HSM's) loaded at the site. The 40 existing modules are licensed as a site-specific Part 72 facility (License No. SNM-2503).

Oconee has successfully performed all the above listed operations as part of pre-operational testing for the site-specific ISFSI. This pre-operational test report was submitted to the NRC on June 19, 1990. Additionally, 40 modules have been successfully loaded and placed in the site-specific horizontal storage modules.

The site-specific facility is very similar to the facility that will be loaded under the general license (GL) provisions of 10CFR72 Subpart K. In fact, all operations are identical except those at the interface of the DSC and the HSM.

The Transfer Cask (TC), lifting yokes, hydraulic ram, and trailer used for the GL phase are the same as those used for the site-specific phase. Additionally, the operational aspects of the DSC (i.e. weight, TC interfaces, loading, welding and vacuum drying) are the same for both phases. Finally, the route from the spent fuel pool (SFP) to the ISFSI is identical for both phases.

The major operational difference between the site-specific phase and the GL phase is the TC interface with the HSM. Therefore, the pre-operational test focused on this aspect of ISFSI operations.

The pre-operational test that was run for the GL phase performed the following operations:

- Place the DSC in the TC in the decontamination pit
- Load the DSC with 24 simulated fuel assemblies
- Install the DSC Shield Plug Facsimile
- Place cask lid on TC
- Place and secure the TC on transfer trailer (trailer is located in the fuel receiving area)
- Transport loaded trailer to ISFSI site
- Align trailer/TC with HSM and install cask restraints
- Align hydraulic ram with TC
- Insert DSC into HSM
- Install HSM door and axial restraint
- Remove DSC from HSM and return to fuel receiving area

This test was successfully completed on March 21, 1997. All components tested in the procedure operated safely and effectively.