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3.11 Handling of Irradiated Fuel

Applicability

Applies to the operation of the fuel handling building crane when within the confines of Unit 1 and there is any spent fuel in storage in the Unit 1 fuel handling building.

Objective

To define the lift conditions and allowable areas of travel when loads to be lifted and transported with the fuel handling building crane are in excess of 15 tons or between 1.5 tons and 15 tons or consist of irradiated fuel elements.

Specification

- 3.11.1 Spent fuel elements having less than 120 days for decay of their irradiated fuel shall not be loaded into a spent fuel transfer cask in the shipping cask area.
- 3.11.2 The key operated travel interlock system for automatically limiting the travel area of the fuel handling building crane shall be imposed whenever loads in excess of 15 tons are to be lifted and transported with the exception of fuel handling bridge maintenance.
- 3.11.3 The lowest surface of all loads in excess of 15 tons shall be administratively limited to an elevation one foot or less above the concrete surface at the nominal 348 ft-0 in. elevation in the fuel handling building.
- 3.11.4 Loads in excess of hook capacity shall not be lifted, except for load testing.
- 3.11.5 Following modifications or repairs to any of the load bearing members, the crane shall be subjected to a test lift of 125 percent of its rated load.
- 3.11.6 Administrative controls shall require the use of an approved procedure with an identified safe load path for loads in excess of 3,000 lbs. handled above the Spent Fuel Pool Operating Floor (348' elevation).
- 3.11.7 During transfer of the cask to and from the cask loading pit, the cask will be restricted to the transfer path shown in Figure 3-11-1. Administrative controls will be used to ensure that all lateral movements of the cask are performed at slow bridge and trolley speeds. During this transfer the cask lifting yoke shall be oriented in the East-West direction.

Bases

This Specification will limit activity releases to unrestricted areas resulting from damage to spent fuel stored in the spent fuel storage pools in the postulated event of the dropping of a heavy load from the fuel handling building crane. An analysis⁽¹⁾ was performed assuming that the cask and its entire contents of ten fuel assemblies are sufficiently damaged as a result of dropping the cask, to allow the escape of all noble gases and iodine in the gap. This release was assumed to be directly to the atmosphere and to occur instantaneously. The site boundary doses resulting from this accident are 5.25 R whole body and 1.02 R to thyroid, and are within the limits specified in 10 CFR 100.

Specification 3.11.1 requires that spent fuel, having less than 120 days decay post-irradiation, not be loaded in a spent fuel transfer cask in order to ensure that the doses resulting from a highly improbable spent fuel transfer cask drop would be within those calculated above.

Specification 3.11.2 requires the key operated interlock system, which automatically limits the travel area of the fuel handling crane while it is lifting and transporting the spent fuel shipping cask, to be imposed whenever loads in excess of 15 tons are to be lifted and transported while there is any spent fuel in storage in the spent fuel storage pools in Unit 1. This automatically ensures that these heavy loads travel in areas where, in the unlikely event of a load drop accident, there would be no possibility of this event resulting in any damage to the spent fuel stored in the pools, any unacceptable structural damage to the spent fuel pool structure, or damage to redundant trains of safety related components. The shipping cask area is designed to withstand the drop of the spent fuel shipping cask from the 349 ft-0 in. elevation without unacceptable damage to the spent fuel pool structure.

Specification 3.11.3 ensures that the lowest surface of any heavy load never gets higher than one foot above the concrete surface of the 348 ft-0 in. elevation in the fuel handling building (nominal elevation 349 ft-0 in.) thereby keeping any impact force from an unlikely load drop accident within acceptable limits.

Specification 3.11.4 ensures that the proper capacity crane hook is used for lifting and transporting loads thus reducing the probability of a load drop accident.

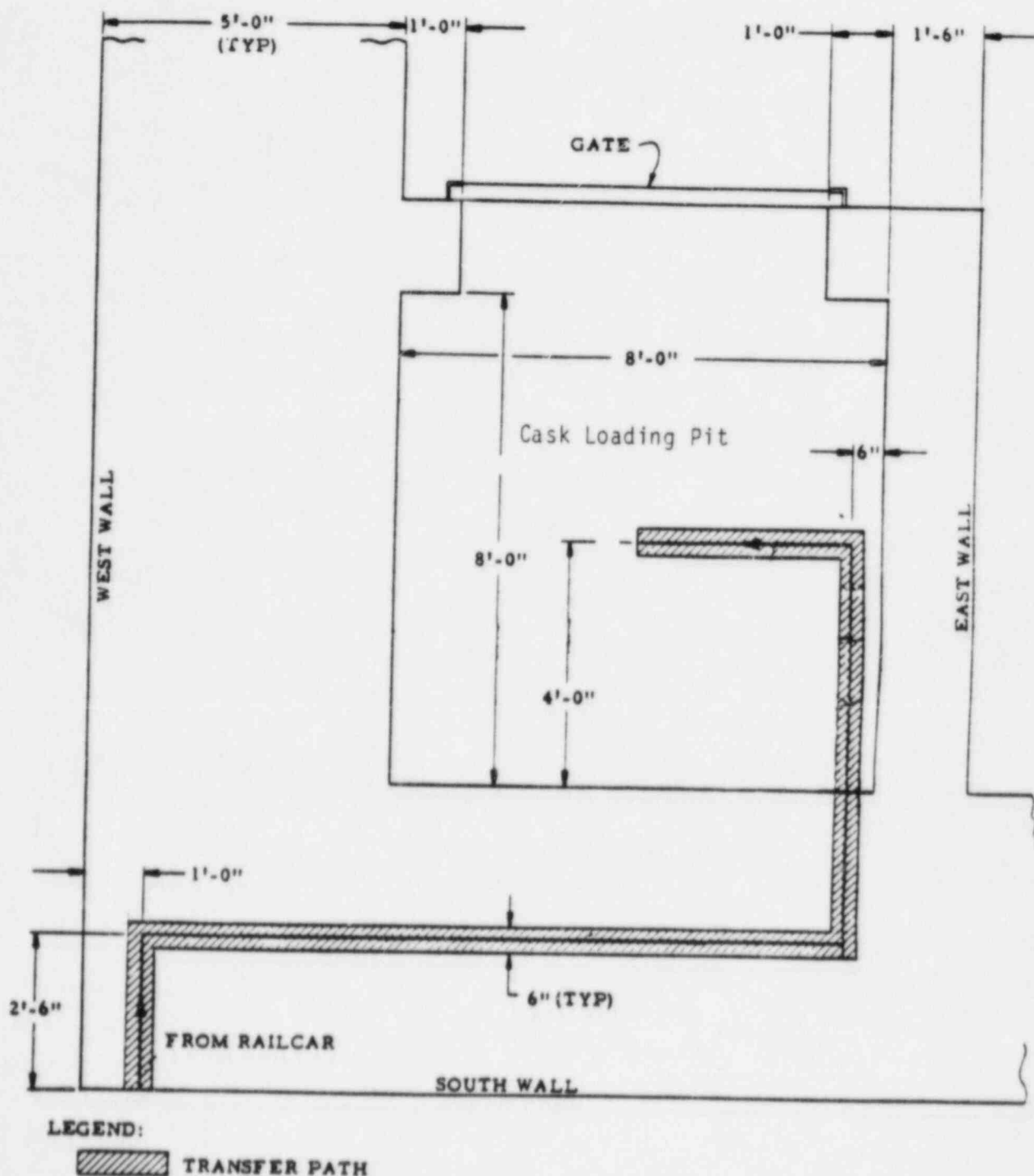
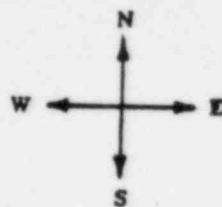
Following modification or repairs, Specification 3.11.5 confirms the load rating of the crane.

(1)FSAR, Section 14.2.2.1

Specification 3.11.6 imposes administrative limits on handling loads weighing in excess of 3,000 lbs. to minimize the potential for heavy loads, if dropped, to impact irradiated fuel in the spent fuel pool, or to impact redundant safe shutdown equipment. The safe load path shall follow, to the extent practical, structural floor members, beams, etc., such that if the load is dropped, the structure is more likely to withstand the impact. Handling loads of less than 3,000 lbs. without these restrictions is acceptable because the consequences of dropping loads in this weight range are comparable to those produced by the fuel handling accident considered in the FSAR and found acceptable.

Specification 3.11.7 in combination with 3.11.3 ensures the spent fuel cask is handled in a manner consistent with the load drop analysis⁽²⁾.

(2) GPU Evaluation of Heavy Load Handling Operations at TMI-1
February 21, 1984.



TRANSFER PATH TO AND FROM CASK LOADING PIT
(EL. 348'-0")

FIGURE 3.11-1

3-56b