72-17

Portland General Electric Company

Stephen M. Quennoz
Trojan Site Executive

November 27, 1996

VPN-071-96

Trojan ISFSI
Docket 72-0017

Charles I. Haughney
Acting Director, Spent Fuel Projects Office
Office of Material Safety and Safeguards
U. S. Nuclear Regulatory Commission
Washington, DC 20555

Dear Sir:

10 CFR 72, Subpart B-Application for License (TAC No. L22102)
Changes to Technical Specifications and Safety Analysis Report

By letter dated March 26, 1996, Portland General Electric (PGE) submitted a license application to construct and operate an Independent Spent Fuel Storage Installation (letter number VPN-012-96). This letter transmits changes to the Technical Specifications and Safety Analysis Report to reflect a new fuel debris storage container design and storage of non-fuel bearing components and a fuel rod storage container in the Trojan Independent Spent Fuel Storage Installation.

Attachment I to this letter provides a description and justification for changes. Changes are identified by a revision bar in the right hand margin of the new text pages.

If you should have any questions, please contact M. H. Megehee, Project Manager, ISFSI Licensing, at (503) 556-7334.

Sincerely,

Stephen M. Quennoz
Trojan Site Executive

Attachments

ltr and NFOG 1.

Change: LA 1 0

71760 Columbia River Highway, Rainier, OR 97048
503/556-3713

50-344

c: NRC Document Control Desk
L. J. Callan, NRC Region IV
Dr. D. B. Spitzberg, NRC Region IV
R. A. Scarano, NRC Region IV
M. T. Masnik, NRC NRR
L. E. Kokajko, NRC NMSS
D. Stewart-Smith, ODOE

Portland General Electric Company
Trojan Nuclear Plant
71760 Columbia River Hwy
Rainier, Oregon 97048
(503) 556-3713

TO: Distribution CPY-094-96

FROM: C. P. Yundt CPY

DATE: November 27, 1996

SUBJECT: Transmittal of PGE-1069, "Trojan Independent Spent Fuel Storage Installation Safety Analysis Report" and PGE-1071, "Trojan Independent Spent Fuel Storage Installation Technical Specifications" November 25, 1996 Update

Enclosed is the November 25, 1996 update of PGE-1069, "Trojan Independent Spent Fuel Storage Installation Safety Analysis Report" and PGE-1071, "Trojan Independent Spent Fuel Storage Installation Technical Specifications".

Please acknowledge receipt of these updates by completing the lower portion of this transmittal and returning it to the location given below.

If you have any questions regarding this matter, please contact me at (503) 556-7492.

CPY:pas

Enclosure

11/27/96

ACKNOWLEDGMENT

PGE-1069 "Trojan Independent Spent Fuel Storage Installation Safety Analysis Report" and PGE-1071, "Trojan Independent Spent Fuel Storage Installation Technical Specifications" November 25, 1996 Update

I hereby acknowledge receipt of controlled copy number _____ the subject documents.

_____ _____
Signature Date

Return to: Pat Schaffran, TCB-3
Trojan Nuclear Power Plant
71760 Columbia River Hwy.
Rainier, OR 97048

STATE OF OREGON)
)
COUNTY OF COLUMBIA)

I, Stephen M. Quennoz, being duly sworn, subscribe to and say that I am the Trojan Site Executive for Portland General Electric Company, the applicant herein; that I have full authority to execute this oath; that I have reviewed the foregoing; and that to the best of my knowledge, information, and belief the statements made in it are true.

Date November 27, 1996

Stephen M. Quennoz
Trojan Site Executive
Portland General Electric Company

On this day personally appeared before me Stephen M. Quennoz, to me known to be the individual who executed the foregoing instrument, and acknowledged that he signed the same as his free act.

GIVEN under my hand and seal this 27th day of November, 1996.

OFFICIAL SEAL
KIMBERLEY A. LEHMAN
NOTARY PUBLIC-OREGON
COMMISSION NO. 024926
MY COMMISSION EXPIRES JUNE 1, 1997

Kimberley A. Lehman
Notary Public in and for the
State of Oregon

Residing at Columbia County
My commission expires 6-1-97

ATTACHMENT I TO VPN-071-96
TROJAN ISFSI TECHNICAL SPECIFICATIONS
AND SAFETY ANALYSIS REPORT
DESCRIPTION AND JUSTIFICATION OF CHANGES

Page	Change	Justification
TS 4-1	Added fuel rod storage container.	The fuel rod storage container will be loaded into a failed fuel can rather than transferring the suspect fuel rods to partial assemblies.
TS 4-3	Deleted reference to Division II of ASME Section III.	Division II is not the correct reference. Division II is only applicable for concrete reactor vessels and containments.
TS 4-4	1. Fuel debris "canister" (carbon steel) changed to "process can capsule" (stainless steel). 2. The capsule is structurally analyzed to ASME Section III, Subsection NG requirements. 3. The process can capsule is a containment boundary rather than a confinement boundary. 4. Fuel debris will be processed with high temperature steam rather than vacuum drying.	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. The process can capsule will be constructed of stainless steel for corrosion resistance and will be placed inside a failed fuel can for storage in the basket. 2. The process can capsule was not specifically designed to ASME Section III, Subsection NG. However, the process can capsule materials and welds were selected based on ASME Section III, Subsection NG (1992) and analyzed for normal and faulted conditions. The stresses calculated by classical equations (Roark) are less than the allowable stresses provided by ASME Section III, Subsection NG. 3. The process can capsule will not be pressure tested, as was the previous canister, but the process can capsule will structurally contain the fuel debris. Therefore, the process can capsule serves as a containment boundary rather than a confinement boundary. 4. High temperature steam processing was chosen over vacuum drying in order to remove organic media, which potentially contain fuel debris, prior to storage in the basket.

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SAR 1-3	1. Fuel debris process can capsules will be stored in failed fuel cans in the basket. 2. Failed fuel cans will be placed in the basket prior to being loaded with failed fuel assemblies or process can capsules. 3. Added storage of fuel assembly hardware (non-fuel bearing components) in the failed fuel can and in process cans in the failed fuel can.	1. The previous canister was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can. 2. Assemblies containing damaged fuel and process can capsules containing fuel debris will be loaded into the failed fuel cans after the failed fuel cans have been placed in the basket. This change requires handling the damaged fuel once (straight into failed fuel can in basket) instead of twice (place in failed fuel can, then place failed fuel can in basket) during the loading process. 3. The previous fuel debris can would have been used to store smaller fuel assembly hardware (non-fuel bearing components), e.g, springs and thimble screws. Larger fuel assembly hardware, i.e., bottom nozzles, were to be placed directly in the failed fuel can. Bottom nozzles will still be placed directly in the failed fuel cans and smaller fuel assembly hardware will be placed inside a process can which will be placed in a failed fuel can.
SAR 3-2	Added fuel rod storage container.	The fuel rod storage container will be loaded into a failed fuel can rather than transferring the suspect fuel rods to partial assemblies.
SAR 3-14	1. Fuel debris "can" changed to "process can capsule". 2. The process can capsule is not hydrostatically tested. 3. The capsule is structurally analyzed to ASME Section III, Subsection NG requirements	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. 2. The process can capsule serves as a containment boundary rather than a confinement boundary and does not require pressure testing. 3. The process can capsule was not specifically designed to ASME Section III, Subsection NG. However, the process can capsule materials and welds were selected based on ASME Section III, Subsection NG (1992) and analyzed for normal and faulted conditions. The stresses calculated by classical equations (Roark) are less than the allowable stresses provided by ASME Section III, Subsection NG.

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SAR 3-16	Fuel debris "can" changed to "process can capsule".	PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris.
SAR 3-17	1. Fuel debris "canister" changed to "process can capsule". 2. Deleted reference to the fuel debris can being a confinement boundary. 3. Changed reference to ASME III, Subsection NG	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. 2. The process can capsule will not be pressure tested, as was the previous canister, but the process can capsule will structurally contain the fuel debris. Therefore, the process can capsule serves as a containment boundary rather than a confinement boundary. 3. The process can capsule was not specifically designed to ASME Section III, Subsection NG. However, the process can capsule materials and welds were selected based on ASME Section III, Subsection NG (1992) and analyzed for normal and faulted conditions. The stresses calculated by classical equations (Roark) are less than the allowable stresses provided by ASME Section III, Subsection NG.
SAR 3-18	Fuel debris "canister" changed to "process can capsule".	PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris.
SAR 3-19	1. Fuel debris "canister" changed to "process can capsule". 2. The amount of fuel debris is limited in a basket rather than the fuel debris container.	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. 2. The administrative limit is described in ISFSI SAR section 4.2.7. Section 3.3.4.1 has been changed for consistency.

Page	Change	Justification
SAR Table 3.2-5	Deleted Fuel Debris Canister.	The Process Can Capsule, which replaces the fuel debris canister, is not specifically designed to ASME Section III, Subsection NG. However, the process can capsule materials and welds were selected based on ASME Section III, Subsection NG (1992) and analyzed for normal and faulted conditions. The stresses calculated by classical equations (Roark) are less than the allowable stresses provided by ASME Section III, Subsection NG.
SAR 4-3	1. Fuel debris "canister" changed to "process can capsule". 2. Deleted reference to the process can capsule being a confinement boundary. 3. Changes reference to ASME III, Subsection NG.	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. 2. The process can capsule will not be pressure tested, as was the previous canister, but the process can capsule will structurally contain the fuel debris. Therefore, the process can capsule serves as a containment boundary rather than a confinement boundary. 3. The process can capsule was not specifically designed to ASME Section III, Subsection NG. However, the process can capsule materials and welds were selected based on ASME Section III, Subsection NG (1992) and analyzed for normal and faulted conditions. The stresses calculated by classical equations (Roark) are less than the allowable stresses provided by ASME Section III, Subsection NG.
SAR 4-5	Deleted reference to the process can capsule being a confinement boundary.	The process can capsule will not be pressure tested, as was the previous canister, but the process can capsule will structurally contain the fuel debris. Therefore, the process can capsule serves as a containment boundary rather than a confinement boundary.
SAR 4-6	Deleted reference to storing the fuel debris can in the oversize peripheral basket cells.	The previous fuel debris can was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can.

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Page	Change	Justification
SAR 4-10	1. Added that the process can capsule is stored in a failed fuel can. 2. Added storage of fuel assembly hardware (non-fuel bearing components) in the failed fuel can and in process cans in the failed fuel can.	1. The previous fuel debris can was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can. 2. The previous fuel debris can would have been used to store smaller fuel assembly hardware (non-fuel bearing components), e.g, springs and thimble screws. Larger fuel assembly hardware, i.e., bottom nozzles, were to be placed directly in the failed fuel can. Bottom nozzles will still be placed directly in the failed fuel cans and smaller fuel assembly hardware will be placed inside a process can which will be placed in a failed fuel can.
SAR 4-11	1. Added basic description of process can and process can capsule materials and construction. 2. Added that the process can capsule is stored in a failed fuel can. 3. Added storage of fuel assembly hardware (non-fuel bearing components) in the process cans.	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. 2. The previous fuel debris can was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can. 3. The previous fuel debris can would have been used to store smaller fuel assembly hardware (non-fuel bearing components), e.g, springs and thimble screws. Larger fuel assembly hardware, i.e., bottom nozzles, were to be placed directly in the failed fuel can. Bottom nozzles will still be placed directly in the failed fuel cans and smaller fuel assembly hardware will be placed inside a process can which will be placed in a failed fuel can.
SAR 4-32	1. Fuel debris "canister" changed to "process can capsule". 2. Added that the process can capsule is stored in a failed fuel can.	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. 2. The previous fuel debris can was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can.

ATTACHMENT 1 TO VPN-071-96
TROJAN ISFSI TECHNICAL SPECIFICATIONS
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Page	Change	Justification
SAR Table 4.2-1a	Deleted Fuel Debris Canister.	The process can capsule, which replaces the Fuel Debris Canister, is not specifically designed to ASME Section III, Subsection NG. However, the process can capsule materials and welds were selected based on ASME Section III, Subsection NG (1992) and analyzed for normal and faulted conditions. The stresses calculated by classical equations (Roark) are less than the allowable stresses provided by ASME Section III, Subsection NG.
SAR Figs 4.2-6a & b	Added drawings for Fuel Debris Process Can and Process Can Capsule	PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris.
SAR 5-1, 2 & 3	1. Failed fuel cans will be placed in the basket prior to being loaded with failed fuel assemblies or process can capsules. 2. Deleted inspection of the fuel debris can to verify that it is sealed. 3. Fuel debris "canister" changed to "process can capsule". 4. Added that the process can capsule is stored in a failed fuel can. 5. Deleted the description of fuel debris can loading.	1. Assemblies containing damaged fuel and process can capsules containing fuel debris will be loaded into the failed fuel cans after the failed fuel cans have been placed in the basket. This change requires handling the damaged fuel once (straight into failed fuel can in basket) instead of twice (place in failed fuel can, then place failed fuel can in basket) during the loading process. 2. The fuel debris process can capsule is welded shut and the weld is leak tested. The previous fuel debris can had a threaded top plug. 3. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. 4. The previous canister was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can. 5. Processing and loading the fuel debris into the process cans and process can capsule will be completed as part of the fuel debris processing project.

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SAR 7-8	1. Fuel debris "canister" changed to "process can capsule". 2. Deleted reference to storing non-fuel bearing components in failed fuel cans.	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel debris. 2. Fuel assembly hardware and non-fuel bearing components will be stored in failed fuel cans. The fuel skeleton may be placed directly in basket cell.
SAR 9-10	1. Deleted test loading a fuel debris can in the basket. 2. Deleted pressure, vacuum, and manipulation testing of the fuel debris can.	1. The fuel debris process can capsules will be loaded during the fuel debris processing project. Only loaded process can capsules would be available for testing. Dimensional checks will be performed following fabrication to ensure proper fit up of the process can capsule and failed fuel can. 2. Any required handling and testing of the fuel debris process can capsule will be accomplished as part of the fuel debris processing project.
SAR Table 9.2-1	Deleted testing for the fuel debris can.	Any required handling and testing of the fuel debris process can capsule will be accomplished as part of the fuel debris processing project.

Portland General Electric Company
Trojan Nuclear Plant
71760 Columbia River Hwy
Rainier, Oregon 97048
(503) 556-3713

TO: Distribution

CPY-094-96

FROM: C. P. Yundt CPY

DATE: November 27, 1996

SUBJECT: Transmittal of PGE-1069, "Trojan Independent Spent Fuel Storage Installation Safety Analysis Report" and PGE-1071, "Trojan Independent Spent Fuel Storage Installation Technical Specifications" November 25, 1996 Update

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CPY:pas

Enclosure

11/27/96

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I hereby acknowledge receipt of controlled copy number _____ the subject documents.

_____ _____

Signature Date

Return to: Pat Schaffran, TCB-3
Trojan Nuclear Power Plant
71760 Columbia River Hwy.
Rainier, OR 97048

Portland General Electric Company

Stephen M. Quennoz
Trojan Site Executive

November 27, 1996

VPN-071-96

Trojan ISFSI
Docket 72-0017

Charles J. Haughney
Acting Director, Spent Fuel Projects Office
Office of Material Safety and Safeguards
U. S. Nuclear Regulatory Commission
Washington, DC 20555

Dear Sir:

10 CFR 72, Subpart B-Application for License (TAC No. L22102)
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By letter dated March 26, 1996, Portland General Electric (PGE) submitted a license application to construct and operate an Independent Spent Fuel Storage Installation (letter number VPN-012-96). This letter transmits changes to the Technical Specifications and Safety Analysis Report to reflect a new fuel debris storage container design and storage of non-fuel bearing components and a fuel rod storage container in the Trojan Independent Spent Fuel Storage Installation.

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Sincerely,

Stephen M. Quennoz
Trojan Site Executive

Attachments

71760 Columbia River Highway, Rainier, OR 97048
503/556-3713

c: NRC Document Control Desk
L. J. Callan, NRC Region IV
Dr. D. B. Spitzberg, NRC Region IV
R. A. Scarano, NRC Region IV
M. T. Masnik, NRC NRR
L. E. Kokajko, NRC NMSS
D. Stewart-Smith, ODOE

STATE OF OREGON)
)
COUNTY OF COLUMBIA)

I, Stephen M. Quennoz, being duly sworn, subscribe to and say that I am the Trojan Site Executive for Portland General Electric Company, the applicant herein; that I have full authority to execute this oath; that I have reviewed the foregoing; and that to the best of my knowledge, information, and belief the statements made in it are true.

Date November 27, 1996

Stephen M. Quennoz
Trojan Site Executive
Portland General Electric Company

On this day personally appeared before me Stephen M. Quennoz, to me known to be the individual who executed the foregoing instrument, and acknowledged that he signed the same as his free act.

GIVEN under my hand and seal this 27th day of November, 1996.

OFFICIAL SEAL
KIMBERLEY A. LEHMAN
NOTARY PUBLIC-OREGON
COMMISSION NO. 024926
MY COMMISSION EXPIRES JUNE 1, 1997

Kimberley A. Lehman
Notary Public in and for the
State of Oregon

Residing at Columbia County
My commission expires 6-1-97

ATTACHMENT 1 TO VPN-071-96
TROJAN ISFSI TECHNICAL SPECIFICATIONS
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SAR 4-6	Deleted reference to storing the fuel debris can in the oversize peripheral basket cells.	The previous fuel debris can was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can.

Page	Change	Justification
SAR 4-10	1. Added that the process can capsule is stored in a failed fuel can. 2. Added storage of fuel assembly hardware (non-fuel bearing components) in the failed fuel can and in process cans in the failed fuel can.	1. The previous fuel debris can was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can. 2. The previous fuel debris can would have been used to store smaller fuel assembly hardware (non-fuel bearing components), e.g, springs and thimble screws. Larger fuel assembly hardware, i.e., bottom nozzles, were to be placed directly in the failed fuel can. Bottom nozzles will still be placed directly in the failed fuel cans and smaller fuel assembly hardware will be placed inside a process can which will be placed in a failed fuel can.
SAR 4-11	1. Added basic description of process can and process can capsule materials and construction. 2. Added that the process can capsule is stored in a failed fuel can. 3. Added storage of fuel assembly hardware (non-fuel bearing components) in the process cans.	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. 2. The previous fuel debris can was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can. 3. The previous fuel debris can would have been used to store smaller fuel assembly hardware (non-fuel bearing components), e.g, springs and thimble screws. Larger fuel assembly hardware, i.e., bottom nozzles, were to be placed directly in the failed fuel can. Bottom nozzles will still be placed directly in the failed fuel cans and smaller fuel assembly hardware will be placed inside a process can which will be placed in a failed fuel can.
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SAR Table 4.2-1a	Deleted Fuel Debris Canister.	The process can capsule, which replaces the Fuel Debris Canister, is not specifically designed to ASME Section III, Subsection NG. However, the process can capsule materials and welds were selected based on ASME Section III, Subsection NG (1992) and analyzed for normal and faulted conditions. The stresses calculated by classical equations (Roark) are less than the allowable stresses provided by ASME Section III, Subsection NG.
SAR Figs 4.2-6a & b	Added drawings for Fuel Debris Process Can and Process Can Capsule	PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris.
SAR 5-1, 2 & 3	1. Failed fuel cans will be placed in the basket prior to being loaded with failed fuel assemblies or process can capsules. 2. Deleted inspection of the fuel debris can to verify that it is sealed. 3. Fuel debris "canister" changed to "process can capsule". 4. Added that the process can capsule is stored in a failed fuel can. 5. Deleted the description of fuel debris can loading.	1. Assemblies containing damaged fuel and process can capsules containing fuel debris will be loaded into the failed fuel cans after the failed fuel cans have been placed in the basket. This change requires handling the damaged fuel once (straight into failed fuel can in basket) instead of twice (place in failed fuel can, then place failed fuel can in basket) during the loading process. 2. The fuel debris process can capsule is welded shut and the weld is leak tested. The previous fuel debris can had a threaded top plug. 3. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel Pool debris. 4. The previous canister was designed to fit in the oversized peripheral basket cells. The process can capsule is designed to fit inside a failed fuel can. 5. Processing and loading the fuel debris into the process cans and process can capsule will be completed as part of the fuel debris processing project.

ATTACHMENT I TO VPN-071-96
TROJAN ISFSI TECHNICAL SPECIFICATIONS
AND SAFETY ANALYSIS REPORT
DESCRIPTION AND JUSTIFICATION OF CHANGES

Page	Change	Justification
SAR 7-8	1. Fuel debris "canister" changed to "process can capsule". 2. Deleted reference to storing non-fuel bearing components in failed fuel cans.	1. PGE is purchasing fuel debris containers from a different vendor than originally planned to support the method selected for processing the Spent Fuel debris. 2. Fuel assembly hardware and non-fuel bearing components will be stored in failed fuel cans. The fuel skeleton may be placed directly in basket cell.
SAR 9-10	1. Deleted test loading a fuel debris can in the basket. 2. Deleted pressure, vacuum, and manipulation testing of the fuel debris can.	1. The fuel debris process can capsules will be loaded during the fuel debris processing project. Only loaded process can capsules would be available for testing. Dimensional checks will be performed following fabrication to ensure proper fit up of the process can capsule and failed fuel can. 2. Any required handling and testing of the fuel debris process can capsule will be accomplished as part of the fuel debris processing project.
SAR Table 9.2-1	Deleted testing for the fuel debris can.	Any required handling and testing of the fuel debris process can capsule will be accomplished as part of the fuel debris processing project.