

FRAMATOME COGEMA FUELS

Mr. Randy Hall
Chief, Licensing Section
Spent Fuel Project Office – NMSS
U.S. Nuclear Regulatory Commission
One White Flint North
1155 Rockville Pike
Rockville, MD 20852-2738

September 8, 2000

Subject: **Supplemental Information for Renewal of Certificate of Compliance
No. 6206 for the Model B Shipping Package**

Enclosure I Changed Pages in Application

Reference: Letter from FCF to NRC "Request for Renewal of Certificate of
Compliance No. 6206 for the Model B Shipping Package", QHSL00/0015
August 29, 2000.

Dear Mr. Hall,

In response to conversations with Steven Baggett of your staff, the pages contained in Enclosure I are being resubmitted by Framatome Cogema Fuels in support of the request for certificate of compliance renewal submitted in Reference 1.

Minor editorial changes have been made in order to clarify the requirements outlined in Sections 7.3 and 8.0. If you have any questions concerning this submittal, please call me at (804) 832-5268.

Sincerely,



Robert S. Freeman
Manager, Licensing and NMC&A
QHSL00/0015



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Enclosure I

**Changed Pages
To Docket 71-6206**

<u>Page</u>	<u>New Revision:</u>	<u>New Date:</u>
14	9-17-00	Rev. 6
15	9-17-00	Rev. 6
16	9-17-00	Rev. 6

B&W FUEL COMPANY, COMMERCIAL NUCLEAR FUEL PLANT
 MODEL B FRESH FUEL SHIPPING CONTAINER
 PACKAGE ID USA/6206/AF : Docket 71- 6206
 SECTION: SAFETY ANALYSIS REPORT

Table 6.3.3. KENO-IV LRC Critical Results Using CSASN 27 Group
 Library For Worst Eight Core Configurations
 (Neutrons per Generation = 2000;
 Number of Active Generations = 847)

Spacing Between Arrays (in.)	Core Number	KENO-IV on IBM 6000 W/CSASN/27Gp (1 σ Unc)	Measured (1 σ Unc)	Calculated Minus Measured (1 σ Unc)
None	I	0.98964 (0.00053)	1.0002 (0.0005)	-0.01056 (0.00073)
0.644	IV	0.98892 (0.00052)	0.9999 (0.0006)	-0.01098 (0.00079)
1.288	V	0.98797 (0.00052)	1.0000 (0.0007)	-0.01203 (0.00087)
	VI	0.99715 (0.00049)	1.0097 (0.0012)	-0.01255 (0.00130)
	XVI	0.98675 (0.00051)	1.0001 (0.0019)	-0.01335 (0.00197)
1.932	VII	0.98689 (0.00050)	0.9998 (0.0009)	-0.01291 (0.00103)
	XXI	0.98896 (0.00050)	0.9997 (0.0015)	-0.01074 (0.00158)
2.576	IX	0.99100 (0.00051)	1.0030 (0.0009)	-0.01200 (0.00103)

7.0 Operating Procedures

Use and maintenance of the Model B fresh fuel shipping package is controlled by formal written procedures approved by appropriate plant management. These procedures specifically describe the sequence of operations for packaging, shipping, labeling, unloading, storing and maintaining the Model B shipping package to insure it meets the requirements set forth in its Certificate of Compliance.

7.1 Loading Procedure

During the loading process the package is visually inspected for defects in the overall package including key components subject to wear. Specific attention is given to inspection of the container shell, closure bolts and nuts, the strongback assembly, shock mounts and bow clamps to verify they are present and in acceptable condition.

The following general steps are performed as part of the fuel assembly loading process:

- 1) If applicable the container should be de-pressurized by either releasing the flange bolts, or releasing the pressure valve.
- 2) Using a crane hoist or lifting device the cover is removed.
- 3) Release the bolts to separate the shock mount frame from the strongback.
- 4) Rotate bolts to release clamp bows and open top end gate.
- 5) Raise strongback to vertical position.
- 6) Transfer fuel assembly(s) into container

B&W FUEL COMPANY, COMMERCIAL NUCLEAR FUEL PLANT
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- 7) Close all clamp bows – tighten the two end fitting clamp bows located at the top and lower end of the assembly(s)
- 8) Lower strongback
- 9) Fasten the strongback to the shock mount frame
- 10) Raise the upper end gate and secure in position
- 11) Tighten remaining clamp bow and adjust grid bow clamp side pressure pads
- 12) Retract frame interlocking toggle clamps releasing the strongback to shock mounts
- 13) Replace the container cover and tighten flange bolts

7.2 Unloading Procedure

The procedure for unloading of the shipping package is essentially the reverse of the loading procedure. Following initial visual inspection for external damage that may have occurred during transport or problems with the tamperseals, the package is unloaded. If applicable, the package is depressurized, the lid is removed, the majority of the bow clamps released and the strongback raised. The assemblies are then removed one at a time.

7.3 Records

Records pertaining to the Model B container shipments as required by 10CFR 71 are retained for a minimum of 3 years.

8.0 Maintenance

Maintenance operations are performed in accordance with criteria outlined in the applicable licensed drawings. Visual inspections shall be performed on all Model-B containers prior to their first use following routine maintenance to verify acceptable condition of welds and components, as identified by the licensing drawings.

Pressure and leak tests are not applicable to the testing of the Model-B containers. The containers are not subjected to internal pressure since only unirradiated clad fuel is shipped. Component testing is accomplished as part of the normal fuel loading process. Deficiencies or deviations are reported as required by the FCF shipping container Quality Program. Testing of rupture discs and fluid transport devices are not used in the Model B container design. Testing of gasketed surfaces is not required since gaskets are non-safety related and are only intended to maintain product quality. Tests for shielding integrity are not necessary since no shielding is incorporated into the Model B container design. There are no thermal acceptance tests required since there are no heat generating materials authorized for shipment in the Model B containers.