

From: David Tang
To: Donald Carlson, Elaine Keegan, Geoffrey Hornseth...
Date: Thu, Jun 8, 2000 3:27 PM
Subject: Re: NAC-UMS Maine Yankee Issues

Tim, NAC said this afternoon that the MY damaged fuel can would only be loaded into a **Class 1 PWR TSC**. I agreed that close tolerance was depicted in Drawings 790-595 (Basket Assembly) and 412-502 (Fuel Can Details). This would prevent the lid from coming off the fuel can, but I still have a little uneasy feeling.

SAR page 2.1.3-4 states, "[T]he lid is not secured to the can shell, but is held in place when the shield lid is installed in the canister. However, no restriction is discussed in this SAR section (2.1.3.1.5, Main Yankee Fuel Can) to prevent the **MY fuel can from being misplaced in a Class 2 PWR TSC**. I looked into Notes 10 and 11 of SAR Table 2.1.3.1-1, Maine Yankee Site Specific Fuel Population, and Tables 12B2-8 and 12B2-9 of Appendix 12B, but couldn't find no restriction that would prevent the MY damaged fuel can from being loaded into a Class 2 TSC. Would you read it differently for the above notes and tables?

David

>>> Tim McGinty 06/08 12:56 PM >>>
Review Team and other interested parties:

Regarding the NAC-UMS Maine Yankee (Amendment No. 1) review, we have identified 2 issues that appear to warrant a response by the applicant:

- 1) Evaluation of a possible mis-load for the lower than design bases heat load patterns, and
- 2) The ability of the failed fuel can lid to stay attached and maintain configuration control under TRANSPORT conditions.

Item 1 has been conveyed to NAC, and they are considering whether to pull the lower than design bases heat load aspects from the application, or to accept and respond to a staff RAI on the topic (which will impact the schedule)

Item 2 is not a storage licensing impediment, except it would be a transport impediment and they want this to be a dual-purpose design, so I suspect they would also prefer to address this issue at this time (issue has not been conveyed to NAC yet, but will be shortly).

The purpose of this e-mail is to keep IMNS and TSIS informed of the current status of this casework item and the potential for a delay.

Also, I have received a few other minor comments from technical reviewers on Maine Yankee, that are not a significant impediment (cleanup issues). Team, if you have any other cleanup issues, or for that matter, issues of safety significance, please convey them to me. They may become part of a formal RAI in the near future, depending on the course of action selected by NAC.

Tim

CC: Earl Easton, Francis Young, James Randall Hall, ...

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