

July26, 2001

Mr. J. V. Parrish
Chief Executive Officer
Energy Northwest
P.O. Box 968 (Mail Drop 1023)
Richland, WA 99352-0968

SUBJECT: REQUEST FOR ADDITIONAL INFORMATION (RA) - COLUMBIA GENERATING
STATION (TAC NO. MB0573)

Dear Mr. Parrish:

By letter dated October 30, 2000, Energy Northwest submitted for NRC staff review, an amendment request to modify the spent fuel storage and spent fuel cask handling descriptions as originally evaluated in the Columbia Generating Station's Final Safety Analysis Report. As a result of the review, the NRC staff has determined that additional information is needed to complete the review. The information needed is detailed in the enclosure.

The enclosed request was discussed with Mr. Powell of your staff on July 23, 2001. A mutually agreeable target date of September 17, 2001, was established for responding to the RAI. If circumstances result in the need to revise the target date, please call me at your earliest opportunity at (301) 415-1424.

Sincerely,

/RA/

Jack Cushing, Project Manager, Section 2
Project Directorate IV
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket No. 50-397

Enclosure: Request for Additional Information

cc w/encl: See next page

Columbia Generating Station

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Project Directorate IV-2
Division of Licensing Project Management
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REQUEST FOR ADDITIONAL INFORMATION

SPENT FUEL STORAGE AND FUEL CASK HANDLING DESCRIPTIONS

COLUMBIA GENERATING STATION

DOCKET NO. 50-397

In response to NRC Bulletin 96-02, "Movement of Heavy Loads Over Spent Fuel, Over Fuel in the Reactor Core, or Over Safety-related Equipment," Energy Northwest, in a letter of June 30, 1997, presented the results of a detailed review of the crane qualifications against NUREG-0554, "Single-Failure-Proof Cranes for Nuclear Power Plants." The results indicated that the reactor building crane satisfied NUREG-0554 with a few exceptions. Specifically, the licensee cited the following exceptions to the reactor building crane design:

1. The main hoist controls do not prevent jogging as recommended in NUREG-0554 (Section 6.4).
2. A 15 percent margin was not added to the loadings for wear susceptible parts as recommended in NUREG-0554 (Section 2.2).
3. The maximum load (static and dynamic) exceeds 10 percent of the manufacturer's published breaking strength of each wire rope in the dual reeving system, contrary to what is recommended in NUREG-0554 (Section 4.1).
4. The hoist design speed is 5.5 ft./min., 10 percent faster than the CMAA #70 recommended "slow" speed as recommended in NUREG-0554 (Section 4.4).
5. Safe load paths and administrative controls will be used instead of interlocks as recommended in NUREG-0554 (Section 6.2).
6. The equalizer bar was designed to absorb the energy of a load shift should failure of one wire rope or one of the dual reeving systems occur, however, it was not designed to maintain the hoisting movement during the failure as recommended in NUREG-0554 (Section 4.7).
7. Visual examination of the load block via plant procedures is performed annually instead of non-destructive examination as recommended in NUREG-0554 (Section 7.2).
8. The bridge and trolley do not have variable speed controls or inching motor drives for incremental or fractional movements as recommended in NUREG-0554 (Section 6.4).
9. Lugs to prevent uplifting with adequate allowable stresses for a safe shutdown earthquake (SSE) were to be replaced by the licensee so as to allow the bridge and trolley to remain in place during an SSE as recommended in NUREG-0554 (Section 2.5).
10. The main hoist, trolley, and bridge motor circuits have thermal overload heater/relays which provide protection against excessive electrical current and excessive motor temperature. However, they do not have additional control devices such as internal thermocouples to sense excessive temperatures as recommended in various sections in NUREG-0554.

Although Appendix C of NUREG-0612, "Control of Heavy Loads at Power Plants," provides alternative means of satisfying the recommendations of NUREG-0554 for assuring safe crane operation, the staff is concerned that based on the above exceptions to the qualifications, the crane may not satisfy NUREG-0612, Appendix C. In other words, the capability of the crane to preclude a cask drop that may result in rupture of the spent fuel pool is questionable due to the exceptions as identified by the licensee.

Provide a discussion of the updated status of any corrections to the exceptions/limitations, as cited above, to the crane design redundancy sufficient to preclude a cask drop.