

REQUEST FOR ADDITIONAL INFORMATION  
REGARDING PROPOSED LICENSE AMENDMENT REQUEST TO  
DELETE THE FUEL HANDLING AREA VENTILATION SYSTEM (FHAVS)  
AND ASSOCIATED FILTER TESTING PROGRAM REQUIREMENTS  
ARKANSAS NUCLEAR ONE, UNIT 1 AND UNIT 2  
TAC NOS.: MD5379 AND MD5380

Fuel Handling Accident Analysis: [DRAFT] Request for Additional Information (RAI)

**RAI #1:**

Please explain if any non-safety systems were credited in the analysis of the postulated design basis fuel handling accident (FHA) in the spent fuel pool (SFP) area, which concluded that the Fuel Handling Ventilation System (FHAVS) is not needed to perform a safety function required to mitigate the consequences of an accident, and if so please justify crediting such systems in this design basis accident (DBA) analysis.

**RAI# 2:**

A) Please provide the dose consequence analyses or all equations, assumptions, and input parameters used to determine the offsite and control room doses at ANO-1 and ANO-2 following the postulated design basis FHA, which supports the assertion that the FHAVS does not perform a safety function.

B) Please describe the bases for all equations, assumptions, and input parameters used in the FHA dose consequence analysis for ANO-1 and ANO-2.

**RAI# 3:**

Please explain what, if any, deviations from RG 1.25 were taken in your analysis of the DBA.

**RAI# 4:**

Please provide the dose acceptance criterion, and the justification for this criterion, that was used for the post DBA dose consequence to the ANO-1 & ANO-2 control rooms following the postulated FHA.

**RAI# 5:**

The number and exposure history of fuel assemblies assumed to be damaged directly affects the total amount of activity available for immediate release following the postulated FHA. In reference to ANO-1, Section 4.1 of the License Amendment Request (LAR) states "the following results assumed **82** fuel rods failed with no filtration through the fuel handling ventilation filtration system". In reference to ANO-2, Section 4.2 of the LAR states "the following results assumed the failure of **60** fuel rods with no credit for the fuel handling ventilation filtration system". Please explain and justify why an approximate 35% difference in fuel rods damaged is assumed between ANO-1 and ANO-2 for the postulated FHA.