CERTIFICATE OF COMPLIANCE FOR SPENT FUEL STORAGE CASKS

The U.S. Nuclear Regulatory Commission is issuing this Certificate of Compliance pursuant to Title 10 of the Code of Federal Regulations, Part 72, "Licensing Requirements for Independent Storage of Spent Nuclear Fuel and High-Level Radioactive Waste" (10 CFR Part 72). This certificate is issued in accordance with 10 CFR 72.238, certifying that the storage design and contents described below meet the applicable safety standards set forth in 10 CFR Part 72, Subpart L, and on the basis of the Final Safety Analysis Report (FSAR) of the cask design. This certificate is conditional upon fulfilling the requirements of 10 CFR Part 72, as applicable, and the conditions specified below.

Certificate No.	Effective Date	Expiration Date	Docket No.	Amendment No.	Amendment Effective Date	Package Identification No.
1014	05/31/00	06/01/20	72-1014	5	TBD	USA/72-1014

Issued To: (Name/Address)

Holtec International
Holtec Center
555 Lincoln Drive West
Marlton, NJ 08053

Safety Analysis Report Title

Holtec International
Final Safety Analysis Report for the
HI-STORM 100 Cask System

CONDITIONS

This certificate is conditioned upon fulfilling the requirements of 10 CFR Part 72, as applicable, the attached Appendix A (Technical Specifications) and Appendix B (Approved Contents and Design Features), and the conditions specified below:

1. CASK

a. Model No.: HI-STORM 100 Cask System

The HI-STORM 100 Cask System (the cask) consists of the following components: (1) interchangeable multi-purpose canisters (MPCs), which contain the fuel; (2) a storage overpack (HI-STORM), which contains the MPC during storage; and (3) a transfer cask (HI-TRAC), which contains the MPC during loading, unloading and transfer operations. The cask stores up to 32 pressurized water reactor (PWR) fuel assemblies or 68 boiling water reactor (BWR) fuel assemblies.

b. Description

The HI-STORM 100 Cask System is certified as described in the Final Safety Analysis Report (FSAR) and in the U.S. Nuclear Regulatory Commission's (NRC) Safety Evaluation Report (SER) accompanying the Certificate of Compliance. The cask comprises three discrete components: the MPC, the HI-TRAC transfer cask, and the HI-STORM storage overpack.

The MPC is the confinement system for the stored fuel. It is a welded, cylindrical canister with a honeycombed fuel basket, a baseplate, a lid, a closure ring, and the canister shell. All MPC components that may come into contact with spent fuel pool water or the ambient environment are made entirely of stainless steel except for the neutron absorbers, aluminum seals on vent and drain port caps, and aluminum heat conduction elements (AHCEs), which are installed in some early-vintage MPCs. The canister shell, baseplate, lid, vent and drain port cover plates, and closure ring are the main confinement boundary components. All confinement boundary components are made entirely of stainless steel. The honeycombed basket, which is equipped with neutron absorbers, provides criticality control.

1. b. Description (continued)

There are eight types of MPCs: the MPC-24, MPC-24E, MPC-24EF, MPC-32, MPC-32F, MPC-68, MPC-68F, and MPC-68FF. The number suffix indicates the maximum number of fuel assemblies permitted to be loaded in the MPC. All eight MPC models have the same external diameter.

The HI-TRAC transfer cask provides shielding and structural protection of the MPC during loading, unloading, and movement of the MPC from the spent fuel pool to the storage overpack. The transfer cask is a multi-walled (carbon steel/lead/carbon steel) cylindrical vessel with a neutron shield jacket attached to the exterior. Two sizes of HI-TRAC transfer casks are available: the 125 ton-HI-TRAC and the 100 ton HI-TRAC. The weight designation is the maximum weight of a loaded transfer cask during any loading, unloading or transfer operation. Both transfer cask sizes have identical cavity diameters. The 125 ton HI-TRAC transfer cask has thicker shielding and larger outer dimensions than the 100 ton HI-TRAC transfer cask.

The HI-STORM 100 or 100S storage overpack provides shielding and structural protection of the MPC during storage. The HI-STORM 100S is a variation of the HI-STORM 100 overpack design that includes a modified lid which incorporates the air outlet ducts into the lid, allowing the overpack body to be shortened. The overpack is a heavy-walled steel and concrete, cylindrical vessel. Its side wall consists of plain (un-reinforced) concrete that is enclosed between inner and outer carbon steel shells. The overpack has four air inlets at the bottom and four air outlets at the top to allow air to circulate naturally through the cavity to cool the MPC inside. The inner shell has supports attached to its interior surface to guide the MPC during insertion and removal, provide a medium to absorb impact loads, and allow cooling air to circulate through the overpack. A loaded MPC is stored within the HI- STORM 100 or 100S storage overpack in a vertical orientation. The HI-STORM 100A and 100SA are variants of the HI-STORM 100 family outfitted with an extended baseplate and gussets to enable the overpack to be anchored to the concrete storage pad in high seismic applications.

2. OPERATING PROCEDURES

Written operating procedures shall be prepared for cask handling, loading, movement, surveillance, and maintenance. The user's site-specific written operating procedures shall be consistent with the technical basis described in Chapter 8 of the FSAR.

3. ACCEPTANCE TESTS AND MAINTENANCE PROGRAM

Written cask acceptance tests and maintenance program shall be prepared consistent with the technical basis described in Chapter 9 of the FSAR.

4. QUALITY ASSURANCE

Activities in the areas of design, purchase, fabrication, assembly, inspection, testing, operation, maintenance, repair, modification of structures, systems and components, and decommissioning that are important to safety shall be conducted in accordance with a Commission-approved quality assurance program which satisfies the applicable requirements of 10 CFR Part 72, Subpart G, and which is established, maintained, and executed with regard to the cask system.

5. HEAVY LOADS REQUIREMENTS

Each lift of an MPC, a HI-TRAC transfer cask, or any HI-STORM overpack must be made in accordance to the existing heavy loads requirements and procedures of the licensed facility at which the lift is made. A plant-specific regulatory review (under 10 CFR 50.59 or 10 CFR 72.48, if applicable) is required to show operational compliance with existing plant specific heavy loads requirements. Lifting operations outside of structures governed by 10 CFR Part 50 must be in accordance with Section 5.5 of Appendix A and/or Sections 3.4.6 and Section 3.5 of Appendix B to this certificate, as applicable.

6. APPROVED CONTENTS

Contents of the HI-STORM 100 Cask System must meet the fuel specifications given in Appendix B to this certificate.

7. DESIGN FEATURES

Features or characteristics for the site, cask, or ancillary equipment must be in accordance with Appendix B to this certificate.

8. CHANGES TO THE CERTIFICATE OF COMPLIANCE

The holder of this certificate who desires to make changes to the certificate, which includes Appendix A (Technical Specifications) and Appendix B (Approved Contents and Design Features), shall submit an application for amendment of the certificate.

9. SPECIAL REQUIREMENTS FOR FIRST SYSTEMS IN PLACE

The air mass flow rate through the cask system will be determined by direct measurements of air velocity in the overpack cooling passages for the first HI-STORM Cask Systems placed into service by any user with a heat load equal to or greater than 20 kW. The velocity will be measured in the annulus formed between the MPC shell and the overpack inner shell. An analysis shall be performed that demonstrates the measurements validate the analytic methods and thermal performance predicted by the licensing-basis thermal models in Chapter 4 of the FSAR.

Each first time user of a HI-STORM 100 Cask System Supplemental Cooling System (SCS) that uses components or a system that is not essentially identical to components or a system that has been previously tested, shall measure and record coolant temperatures for the inlet and outlet of cooling provided to the annulus between the HI-TRAC and MPC and the coolant flow rate. The user shall also record the MPC operating pressure and decay heat. An analysis shall be performed, using this information, that validates the thermal methods described in the FSAR which were used to determine the type and amount of supplemental cooling necessary.

9. SPECIAL REQUIREMENTS FOR FIRST SYSTEMS IN PLACE (continued)

Letter reports summarizing the results of each thermal validation test and SCS validation test and analysis shall be submitted to the NRC in accordance with 10 CFR 72.4. Cask users may satisfy these requirements by referencing validation test reports submitted to the NRC by other cask users.

10. PRE-OPERATIONAL TESTING AND TRAINING EXERCISE

A dry run training exercise of the loading, closure, handling, unloading, and transfer of the HI-STORM 100 Cask System shall be conducted by the licensee prior to the first use of the system to load spent fuel assemblies. The training exercise shall not be conducted with spent fuel in the MPC. The dry run may be performed in an alternate step sequence from the actual procedures, but all steps must be performed. The dry run shall include, but is not limited to the following:

a. Moving the MPC and the transfer cask into the spent fuel pool.

b. Preparation of the HI-STORM 100 Cask System for fuel loading.

c. Selection and verification of specific fuel assemblies to ensure type conformance.

d. Loading specific assemblies and placing assemblies into the MPC (using a dummy fuel assembly), including appropriate independent verification.

e. Remote installation of the MPC lid and removal of the MPC and transfer cask from the spent fuel pool.

f. MPC welding, NDE inspections, pressure testing, draining, moisture removal (by vacuum drying or forced helium dehydration, as applicable), and helium backfilling. (A mockup may be used for this dry-run exercise.)

g. Operation of the Supplemental Cooling System, if applicable.

h. Transfer cask upending/downending on the horizontal transfer trailer or other transfer device, as applicable to the site's cask handling arrangement.

I. Transfer of the MPC from the transfer cask to the overpack.

j. Placement of the HI-STORM 100 Cask System at the ISFSI.

k. HI-STORM 100 Cask System unloading, including flooding MPC cavity, removing MPC lid welds. (A mockup may be used for this dry-run exercise.)

11. When the Supplemental Cooling System is in operation to provide for decay heat removal in accordance with Section 3.1.4 of Appendix A the licensee is exempt from the requirements of 10 CFR 72.236(f).

12. AUTHORIZATION

The HI-STORM 100 Cask System, which is authorized by this certificate, is hereby approved for general use by holders of 10 CFR Part 50 licenses for nuclear reactors at reactor sites under the general license issued pursuant to 10 CFR 72.210, subject to the conditions specified by 10 CFR 72.212, and the attached Appendix A and Appendix B. The HI-STORM 100 Cask System may be fabricated and used in accordance with any approved amendment to CoC No. 1014 listed in 10 CFR 72.214. Each of the licensed HI-STORM 100 System components (i.e., the MPC, overpack, and transfer cask), if fabricated in accordance with any of the approved CoC Amendments, may be used with one another provided an assessment is performed by the CoC holder that demonstrates design compatibility.

FOR THE U. S. NUCLEAR REGULATORY COMMISSION

/RA/

Robert Nelson, Chief
Licensing Section
Division of Spent Fuel Storage and Transportation
Office of Nuclear Material Safety and Safeguards
Washington, DC 20555

Dated, TBD

Attachments:
1. Appendix A
2. Appendix B

UNITED STATES NUCLEAR REGULATORY COMMISSION