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CONTROL NO: 7946

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FROM: Northern States Power Co Minneapolis, Minn L O Mayer		DATE OF DOC 7-24-75	DATE REC'D 7-28-75	LTR XX	TWX	RPT	OTHER
TO: Mr. Goller		ORIG none signed.	CC	OTHER	SENT NRC PDR <u>XXX</u>		SENT LOCAL PDR <u>XXX</u>
CLASS	UNCLASS XXX	PROP INFO	INPUT	NO CYS REC'D 1	DOCKET NO: 50-263		
DESCRIPTION: Ltr re our ltr of 6-23-75, advises us of their next refueling....				ENCLOSURES: ACKNOWLEDGED! DO NOT REMOVE!			
PLANT NAME: Monticello							

FOR ACTION/INFORMATION

wtm 8-4-75

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NSP

NORTHERN STATES POWER COMPANY

MINNEAPOLIS, MINNESOTA 55401

July 24, 1975

Mr. K. R. Goller
Assistant Director for
Operating Reactors
Division of Reactor Licensing
United States Nuclear Regulatory Commission
Washington, D.C. 20555



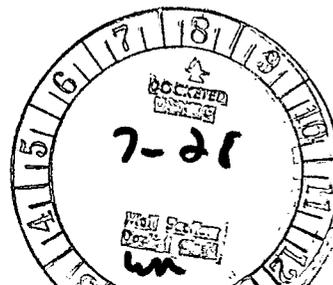
Dear Mr. Goller:

MONTICELLO NUCLEAR GENERATING PLANT
Docket No. 50-263 License No. DPR-22

Information Regarding Next Refueling

This letter is written in response to your June 23, 1975, letter regarding future refueling plans. The Monticello reactor is presently scheduled to be shut down on September 12, 1975, for an estimated duration of 35 days. The target start-up date is therefore October 17, 1975. During this fourth refueling outage, we plan to replace all 268 of the remaining initial core fuel assemblies (7x7) in the reactor with the standard BWR 8D219 fuel type (8x8). This fuel is described in detail in the General Electric Licensing Topical Report entitled, "General Electric Boiling Water Reactor Generic Reload Application for 8x8 Fuel", NEDO-20360, Supplement 2 to Revision 1, May 30, 1975. The mechanical and nuclear design of the 8D219 fuel type is essentially identical to that of fuel currently in use with the exception that it is of a slightly lower enrichment.

Preliminary indications are that the reload will involve one minor technical specification change, but no significant hazards consideration. Since this is the first time the 8D219 fuel type is being used at Monticello, the technical specifications do not presently contain a fuel type dependent limit curve for the maximum average planer linear heat generation rate (MAPLHGR) as a function of exposure. This MAPLHGR curve was included, with curves for other fuel types, in the most current ECCS analysis submitted to Mr. D. L. Ziemann on July 9, 1975. The ECCS model treats the 8D219 fuel type the same as the other fuel types being used. We intend to submit the technical specification changes associated with the ECCS analysis in a license amendment request on July 29, 1975.



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NORTHERN STATES POWER COMPANY

Mr. K. R. Goller

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July 24, 1975

The safety evaluation of the remaining aspects of the reload fuel design and core configuration has been in progress by our fuel supplier since January and is expected to be completed in early August. To date, nothing has been identified which appears to involve a significant hazards consideration. The final determination of this fact will be made by the plant Operations Committee promptly after receipt and review of the safety evaluation. Assuming the Operations Committee concurs, the safety evaluation of all aspects of the fuel reload, with the exception of the MAPLGHR limits which will be reviewed with the ECCS license amendment, will be completed and reported in accordance with 10 CFR Part 50.59 (b).

With the exception of the new ECCS analyses discussed above, the only other important licensing consideration associated with the reload is implementation of the GETAB concept. Since you have indicated for some time that you prefer the use of GETAB over the Hench-Levy correlation, we have proceeded with a GETAB evaluation for the forthcoming reload. One outstanding requirement for this conversion is that action be taken on our License Amendment Request, dated March 12, 1975, which requests implementation of GETAB, prior to resumption of operation following refueling. The GETAB analysis for Cycle 5 is being done in the same manner as that submitted in Cycle 4 with one exception. Unlike other BWR GETAB calculations, the Monticello Cycle 4 analysis was done assuming an axial peaking factor of 1.57 at node 16. Appendix V of General Electric Topical Report NEDO-10958, "General Electric BWR Thermal Analysis Basis (GETAB): Data, Correlation and Design Application" states that an axial peaking factor of 1.4 at the core mid-plane is a more realistic and justifiable set of conditions. We understand that you have reviewed this on a generic basis and find the latter acceptable. The 1.4 axial peaking factor at the core mid-plane will therefore be used in the Monticello Cycle 5 analysis. We are not aware of any other significant licensing considerations associated with our refueling at this time.

Yours very truly,



L. O. Mayer
Manager of Nuclear Support Services

cc: Mr. J. G. Keppler
Mr. G. Charnoff
Minnesota Pollution Control Agency
Attention: Mr. J. W. Ferman