

**From:** Honcharik, Michelle  
**Sent:** Tuesday, June 06, 2017 8:38 AM  
**To:** Honcharik, Michelle  
**Subject:** FW: Follow-up action from the November 1, 2016 presubmittal meeting on TSTF-564, "Safety Limit MCPR"  
**Attachments:** Support\_of\_SLTS\_R1.pdf

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**From:** Brian Mann [<mailto:Brian.Mann@excelservices.com>]  
**Sent:** Monday, February 13, 2017 4:55 PM  
**To:** Honcharik, Michelle <[Michelle.Honcharik@nrc.gov](mailto:Michelle.Honcharik@nrc.gov)>  
**Cc:** [llwilliams@energy-northwest.com](mailto:llwilliams@energy-northwest.com); [rmjoyce@southernco.com](mailto:rmjoyce@southernco.com); [richard.rusin@ge.com](mailto:richard.rusin@ge.com); Heck, Charles (GE Power) <[Charles.Heck@ge.com](mailto:Charles.Heck@ge.com)>; Trosman, Lukas (GE Power) <[Lukas.Trosman@gnf.com](mailto:Lukas.Trosman@gnf.com)>; Donald Hoffman <[Donald.Hoffman@excelservices.com](mailto:Donald.Hoffman@excelservices.com)>  
**Subject:** [External\_Sender] Follow-up action from the November 1, 2016 presubmittal meeting on TSTF-564, "Safety Limit MCPR"

Michelle,

At the November 1, 2016 presubmittal meeting for TSTF-564, "Safety Limit MCPR," the NRC staff (particularly Joshua Kaizer and Reed Anzalone) had questions on the use of a 95/95 statistical limit versus the current assumption that 99.9% of fuel rods do not experience boiling transition. The TSTF agreed to work with the applicable vendors (GNF and Westinghouse) to provide further discussion. The attached paper addresses that commitment. The paper was written by GNF and Westinghouse has agreed with it.

We would like to arrange a teleconference in the next few weeks to discuss the paper and answer any remaining questions the NRC staff may have with the proposed approach.

Please let me know of the staff's available dates so we can schedule the call.

As we discussed at the November 1 meeting, the next step would be for each vendor (GNF and Westinghouse) to send proprietary letters to the NRC describing how the cycle-independent Safety Limit MCPR is calculated for each fuel type. These Safety Limit values will appear in the traveler and the proprietary letters will be referenced in the traveler, but no proprietary information will be included in the traveler.

Should you have any questions, please contact me.

Brian

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