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1.0 USE AND APPLICATION

-----NOTE-----

The defined terms of this section appear in capitalized type and are applicable throughout these Technical Specifications and Bases.

1.1 Definitions

<u>Term</u>	<u>Definition</u>
ACTIONS	ACTIONS shall be that part of a Specification that prescribes Required Actions to be taken under designated Conditions within specified Completion Times.
DAMAGED FUEL ASSEMBLY	DAMAGED FUEL ASSEMBLIES are fuel assemblies with known or suspected cladding defects, as determined by a review of records, greater than pinhole leaks or hairline cracks, empty fuel rod locations that are not filled with dummy fuel rods, missing structural components such as grid spacers, whose structural integrity has been impaired such that geometric rearrangement of fuel or gross failure of the cladding is expected based on engineering evaluations, or that cannot be handled by normal means. Fuel assemblies that cannot be handled by normal means due to fuel cladding damage are considered FUEL DEBRIS.
DAMAGED FUEL CONTAINER (DFC)	DFCs are specially designed enclosures for DAMAGED FUEL ASSEMBLIES or FUEL DEBRIS which permit gaseous and liquid media to escape while minimizing dispersal of gross particulates. DFCs authorized for use in the HI-STORM FW System are as follows: <ol style="list-style-type: none"> 1. Holtec Generic BWR design 2. Holtec Generic PWR design
DAMAGED FUEL ISOLATOR (DFI)	DFIs are specially designed barriers installed at the top and bottom of the storage cell space which permit flow of gaseous and liquid media while preventing the potential migration of fissile material from fuel assemblies with cladding damage. DFIs are used ONLY with damaged fuel assemblies which can be handled by normal means and whose structural

1.1 Definitions

<u>Term</u>	<u>Definition</u>
	integrity is such that geometric rearrangement of fuel is not expected. Damaged fuel stored in DFIs may contain missing or partial fuel rods and/or fuel rods with known or suspected cladding defects greater than hairline cracks or pinhole leaks.
BLEU FUEL	Blended Low Enriched Uranium (BLEU) fuel is the same as a commercial spent fuel but with a higher cobalt impurity.
FUEL DEBRIS	FUEL DEBRIS is ruptured fuel rods, severed rods, loose fuel pellets, containers or structures that are supporting these loose fuel assembly parts, or fuel assemblies with known or suspected defects which cannot be handled by normal means due to fuel cladding damage.
FUEL BUILDING	The FUEL BUILDING is the site-specific power plant facility, governed by the regulations of 10 CFR Part 50, where the loaded OVERPACK or TRANSFER CASK is transferred to or from the transporter.
GROSSLY BREACHED SPENT FUEL ROD	Spent nuclear fuel rod with a cladding defect that could lead to the release of fuel particulate greater than the average size fuel fragment for that particular assembly. A gross cladding breach may be confirmed by visual examination, through a review of reactor operating records indicating the presence of heavy metal isotopes, or other acceptable inspection means.
LOADING OPERATIONS	LOADING OPERATIONS include all licensed activities on an OVERPACK or TRANSFER CASK while it is being loaded with fuel assemblies. LOADING OPERATIONS begin when the first fuel assembly is placed in the MPC and end when the OVERPACK or TRANSFER CASK is suspended from or secured on the transporter. LOADING OPERATIONS does not include MPC TRANSFER.

3.1 SFSC INTEGRITY

3.1.4 TRANSFER CASK Heat Removal System

LCO 3.1.4 The HI-TRAC VW Version V or V2 Heat Removal System shall be operable

NOTE

The HI-TRAC Version V or V2 Heat Removal System is operable when 100% of the inlet and outlet vent areas are unblocked and available for flow. If surveillance shows partial blockage ($\leq 100\%$) of the duct areas, the blockage shall be removed.

APPLICABILITY: This LCO is applicable when a loaded MPC is in the HI-TRAC VW Version V or V2 TRANSFER CASK AND completion of MPC drying operations in accordance with LCO 3.1.1.

ACTIONS

CONDITION	REQUIRED ACTION	COMPLETION TIME
<p>A. HI-TRAC VW Version V or V2 Heat Removal System inoperable.</p>	<p>A.1 Restore HI-TRAC VW Version V or V2 Heat Removal System to operable status</p> <p style="text-align: center;">OR</p> <p>A.2 Perform site specific calculation to verify fuel cladding temperature limits are met</p>	<p>6 hours</p> <p>Immediately</p>
<p>B. Required Action A.1 or A.2 and associated Completion Time not met.</p>	<p>B.1 Continue to remove blockage</p> <p>B.2 Provide supplemental cooling</p>	<p>Immediately</p>

SURVEILLANCE REQUIREMENTS

SURVEILLANCE	FREQUENCY
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SR 3.1.4	Verify all HI-TRAC VW Version V or V2 inlets and outlets are free of blockage from debris.	Immediately and once every 4 hours OR As determined by site specific analysis
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Table 3-1
MPC Cavity Drying Limits

Fuel Burnup (MWD/MTU)	MPC Type	MPC Heat Load (kW)	Method of Moisture Removal (Notes 1 and 2)
All Assemblies $\leq 45,000$	MPC-37	≤ 44.09 (Pattern A in Tables 2.3-1A, B, C of Appendix B)	VDS (Notes 3 and 4) or FHD (Note 4)
		≤ 45.00 (Pattern B in Table 2.3-1A of Appendix B)	
		≤ 37.4 (Figures 2.3-1 through 2.3-3 of Appendix B)	
≤ 39.95 (Figures 2.3-4 through 2.3-6 of Appendix B)			
≤ 44.85 (Figures 2.3-7 through 2.3-9 of Appendix B)			
MPC-32ML	≤ 44.16 (Pattern A in Table 2.3-5 of Appendix B)		
MPC-89	≤ 46.36 (Table 2.3-2A of Appendix B)		
	≤ 46.2 (Figures 2.3-10 and 2.3-11 of Appendix B)		
	≤ 46.14 (Figures 2.3-12 and 2.3-13 of Appendix B)		
One or more assemblies $> 45,000$	MPC-37	≤ 29.6 (Table 2.3-3 of Appendix B)	VDS (Notes 3 and 4) or FHD (Note 4)
	MPC-32ML	≤ 28.70 (Pattern B in Table 2.3-5 of Appendix B)	
	MPC-89	≤ 30.0 (Table 2.3-4 of Appendix B)	

Fuel Burnup (MWD/MTU)	MPC Type	MPC Heat Load (kW)	Method of Moisture Removal (Notes 1 and 2)
One or more assemblies > 45,000	MPC-37	≤ 44.09 (Pattern A in Tables 2.3-1A, B, C of Appendix B)	VDS (Notes 3, 4, and 5) or FHD (Note 4)
		≤ 45.00 (Pattern B in Table 2.3-1A of Appendix B)	
	MPC-32ML	≤ 44.16 (Pattern A in Table 2.3-5 of Appendix B)	
MPC-89	≤ 37.4 (Figures 2.3-1 through 2.3-3 of Appendix B)	VDS (Notes 3, 4, and 5) or FHD (Note 4)	
	≤ 39.95 (Figures 2.3-4 through 2.3-6 of Appendix B)		
MPC-89	≤ 44.85 (Figures 2.3-7 through 2.3-9 of Appendix B)	VDS (Notes 3, 4, and 5) or FHD (Note 4)	
	≤ 46.36 (Table 2.3-2A of Appendix B)		
MPC-89	≤ 46.2 (Figures 2.3-10 and 2.3-11 of Appendix B)	VDS (Notes 3, 4, and 5) or FHD (Note 4)	
	≤ 46.14 (Figures 2.3-12 and 2.3-13 of Appendix B)		

Notes:

- VDS means a vacuum drying system. The acceptance criterion when using a VDS is the MPC cavity pressure shall be ≤ 3 torr for ≥ 30 minutes while the MPC is isolated from the vacuum pump.
- FHD means a forced helium dehydration system. The acceptance criterion when using an FHD system is the gas temperature exiting the demister shall be ≤ 21°F for ≥ 30 minutes or the gas dew point exiting the MPC shall be ≤ 22.9°F for ≥ 30 minutes.
- Vacuum drying of the MPC must be performed with the annular gap between the MPC and the TRANSFER CASK filled with water.
- Heat load limits are set for each cell; see Appendix B Section 2.3.