

July 26, 1985

DISTRIBUTION:
Docket No. 50-416

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Mr. Jackson B. Richard
Senior Vice President, Nuclear
Mississippi Power and Light Company
P.O. Box 23054
Jackson, Mississippi 39205

NRC PDR
Local PDR
PRC System
LB #4 r/f
EAdensam
MDuncan
LKintner
WBrooks
Attorney, OELD
JPartlow
BGrimes
EJordan
ACRS (16)

Subject: Grand Gulf Nuclear Station Unit 1 -
High Density Spent Fuel Racks

Dear Mr. Richard:

The NRC staff is reviewing the Mississippi Power and Light Company submittal dated May 6, 1985, which requests an amendment to Grand Gulf Unit 1 license to allow installation of high density spent fuel racks in the upper containment pool and in the spent fuel storage pool. The staff finds that the additional information described in the enclosure is needed to complete the review.

In order to meet the schedule for completion of this review, you are requested to provide the information described in the enclosure by August 15, 1985. If you cannot meet this date you should advise the NRC Project Manager for Grand Gulf licensing actions, L. L. Kintner, within 7 days of receipt of this letter.

The reporting and/or recordkeeping requirements contained in this letter affect fewer than ten respondents; therefore, OMB clearance is not required under P.L. 96-511.

Sincerely,

Darl S. Hood

Elinor G. Adensam, Chief
Licensing Branch No. 4
Division of Licensing

Enclosure:
As stated

cc: See next page

JHC
DL:LB #4
LKintner/hmc
7/24/85

LA:DL:LB #4
MDuncan
7/24/85

DL:LB #4
EAdensam
7/ /85

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PDR ADOCK 05000416
P PDR

Mr. Jackson B. Richard
Mississippi Power & Light Company

Grand Gulf Nuclear Station

cc:

Robert B. McGehee, Esquire
Wise, Carter, Child, Steen and Caraway
P.O. Box 651
Jackson, Mississippi 39205

The Honorable William J. Guste, Jr.
Attorney General
Department of Justice
State of Louisiana
Baton Rouge, Louisiana 70804

Nicholas S. Reynolds, Esquire
Bishop, Liberman, Cook, Purcell
and Reynolds
1200 17th Street, N.W.
Washington, D. C. 20036

Mr. Oliver D. Kingsley, Jr.
Vice President, Nuclear Operations
Mississippi Power & Light Company
P.O. Box 23054
Jackson, Mississippi 39205

Mr. Ralph T. Lally
Manager of Quality Assurance
Middle South Services, Inc.
P.O. Box 61000
New Orleans, Louisiana 70161

Office of the Governor
State of Mississippi
Jackson, Mississippi 39201

Mr. Larry F. Dale, Director
Nuclear Licensing and Safety
Mississippi Power & Light Company
P.O. Box 23054
Jackson, Mississippi 39205

Attorney General
Gartin Building
Jackson, Mississippi 39205

Mr. R. W. Jackson, Project Engineer
Bechtel Power Corporation
15740 Shady Grove Road
Gaithersburg, Maryland 20760

Mr. Jack McMillan, Director
Solid Waste
Mississippi State Board of Health
880 Lakeland
Jackson, Mississippi 39206

Mr. Ross C. Butcher
Senior Resident Inspector
U.S. Nuclear Regulatory Commission
Route 2, Box 399
Port Gibson, Mississippi 39150

Alton B. Cobb, M.D.
State Health Officer
State Board of Health
P.O. Box 1700
Jackson, Mississippi 39205

Regional Administrator, Region II
U.S. Nuclear Regulatory Commission,
101 Marietta Street, N.W., Suite 2900
Atlanta, Georgia 30323

President
Claiborne County Board of Supervisors
Port Gibson, Mississippi 39150

Mr. J. E. Cross, General Manager
Grand Gulf Nuclear Station
Mississippi Power & Light Company
P.O. Box 756
Port Gibson, Mississippi 39150

Enclosure

REQUEST FOR ADDITIONAL INFORMATION -
GRAND GULF SPENT FUEL POOL EXPANSION

The proposed acceptance criterion for storage in the racks is that the K_{∞} of a fuel assembly shall not be greater than 1.395 when calculated at the most reactive point in the assembly life in the core geometry at a temperature of 20 C. This K_{∞} value is based on a calculations with a fresh 8 X 8-2 water rod assembly having uniform enrichment in the remaining rods. There are two sources of bias or uncertainty in this calculation which have not been treated. First is the effect on the rack K_{∞} of different assembly designs having the same value of K_{∞} as calculated for the core geometry. The second source (presumably a bias) arises from the fact that the values of K_{∞} assigned to the reload fuel will presumably be those provided by the fuel vendor (General Electric, e.g.) and calculated by their methods, which are different from the ones used to obtain the 1.395 value.

Please provide a discussion of these phenomena to address the magnitude of the uncertainties involved or to support a conclusion that the analyses provided are conservative.