



Westinghouse
Electric Corporation

Commercial Nuclear
Fuel Division

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NRC-98-032

July 23, 1998

Director
Office of Nuclear Material Safety and Safeguards
U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, DC 20555

Dear Sir:

SUBJECT: CHANGED PAGES; LICENSE NUMBER SNM-1107; DOCKET 70-1151

Westinghouse Electric Company hereby submits (six copies of) a proposed Revision 14.0 of page iv and pages from Chapters 1.0, 2.0, 3.0, 5.0 and 8.0, of the Application for Renewal of a Special Nuclear Materials License for the Commercial Nuclear Fuel Division at the Columbia, South Carolina Fuel Fabrication Facility.

If you have any questions, please contact me at (803) 776-2610, Extension 3393.

Sincerely,

WESTINGHOUSE ELECTRIC COMPANY

Robert A. Williams, Licensing Project Manager
Westinghouse Columbia Plant

Docket 70-1151
License SNM-1107

cc: U. S. Nuclear Regulatory Commission
ATTN: Mr. Charles Gaskin
Licensing Section 1, Licensing Branch
FCS&S Division, NMSS
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DISCUSSION

This Request for Revision is in accordance with a commitment to NRC Licensing Staff (during their March 30 through April 2, 1998 Columbia Plant visit) to update administrative sections of the License Application at a logical pause in ongoing efforts by CBS Corporation to divest Westinghouse Electric Company. Subsequently, CBS Corporation has publically announced an agreement for divestiture. The enclosed administrative update reflects the current applicable details of the agreement. It is anticipated that as this agreement proceeds, and as the current CFFF organization is examined by Plant Management, additional updating will be required. Such updates will be handled in the same manner; that is, the NRC Licensing Project Manager will be kept apprised of changes as they unfold, and, at a logical pause in such changes, the License Application will be formally updated.

This request for revision also proposes to delete "Pellet Carts" from the list of safety-related systems and components to receive programmed maintenance. This deletion is justified because:

- 1) A passive engineered control (chock blocks) has been designed, functionally tested, and implemented on each pellet cart to preclude the need for programmed maintenance of cart wheels;
- 2) The drawing for the pellet carts was modified to ensure that any new carts (as a matter of configuration control) will be fitted with the passive control; and,
- 3) In the two to three years since the passive control was implemented, two instances of wheel failure have occurred and in both cases the passive control functioned as intended to prevent the cart from upsetting.

Finally, this request for revision proposes some self-explanatory improvements to programs and/or additional clarification of commitments.