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Docket No. 50-320

Mr. F. R. Standerfer Vice President/Director, TMI-2 GPU Nuclear Corporation P. O. Box 480 Middletown, PA 17057

Dear Mr. Standerfer:

Subject: Defueling Canister Technical Evaluation Report (M65403, M66341)

- References: (a) Letter 4410-87-L-0052, F. Standerfer to USNRC, Annual Update of the Defueling Canister Technical Evaluation Report, dated May 7, 1987 (M65403)
 - (b) Letter NRC/THI 85-083, W. Travers to F. Standerfer, Defueling Canister Technical Evaluation Report, dated November 5, 1985
 - (c) Letter 4410-87-L-0116, F. Standerfer to USNRC, Defueling Canister Technical Evaluation Report - Revision 4, dated September 22, 1967 (M66341)

Reference (a) forwarded for NRC staff review your annual update to the defueling canister Technical Evaluation Report. The revisions incorporated in the update include the use of modified knockout canisters as dewatering filters in the canister dewatering system, discussion of the effects of using the defueling water cleanup system deep suction on canister loading, and evaluation of the effects of filter aid material and diatomaceous earth on canister safety. The details of these revisions have been evaluated individually and found to be acceptable as discussed in previous correspondence.

Additionally, you revised the discussion of the design and performance of catalytic recombiners installed in the canister to reflect a faster canister pressurization rate due to a smaller required void volume after canister dewatering. The consequences of a higher pressurization rate as shown in your submittal are still within the bounds of the consequences shown in the staff's more conservative analysis in reference (b), and are therefore still considered to be acceptable.

Reference (c) submitted additional revisions to the Technical Evaluation Report that reflect an increase in the pore size of the filter media in some

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Mr. F. R. Standerfer

of the filter canisters. The staff concurs with your conclusion that the change in filter pore size has no deleterious effects on any aspects of canister safety.

In addition, reference (c) provided additional analysis to support your request for increasing the allowable load drop into a fuel canister. We have reviewed the results of your load drop testing and concur that allowing a single drop equivalent to 850 pounds, as measured in air, through the full length of fuel canister in water will not cause sufficient deformation of the canister internals to impare canister performance.

We have concluded that the revisions submitted by references (a) and (c) are acceptable and therefore approve the Defueling Canister Technical Evaluation Report, Revision 4.

Sincerely,

William D. Travers

William D. Travers, Director TMI-2 Cleanup Project Directorate

T. F. Demmitt R. E. Rogan W. E. Potts S. Levin J. J. Byrne A. W. Miller Service Distribution List (see attached)

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