

**RENEWED CERTIFICATE OF COMPLIANCE NO. 1014**

**APPENDIX B**

**APPROVED CONTENTS AND DESIGN FEATURES**

**FOR THE HI-STORM 100 CASK SYSTEM**

**AMENDMENT NO. 4**

## TABLE OF CONTENTS

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1.0	DEFINITIONS .....	1-1
2.0	APPROVED CONTENTS .....	2-1
3.0	DESIGN FEATURES .....	3-1
3.1	Site .....	3-1
3.2	Design Features Important for Criticality Control .....	3-1
3.3	Codes and Standards .....	3-2
3.4	Site Specific Parameters and Analyses .....	3-8
3.5	Cask Transfer Facility (CTF) .....	3-12
3.6	Forced Helium Dehydration System .....	3-15
Table 3-1	List of ASME Code Alternatives for HI-STORM 100 System .....	3-3
Table 3-2	Representative DBE Acceleration Values to Prevent HI-STORM 100 Sliding ( $\mu = 0.53$ ) .....	3-8
Table 3-3	Load Combinations and Service Condition Definitions For the CTF Structure .....	3-14

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## 1.0 Definitions

## -----NOTE-----

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

<u>Term</u>	<u>Definition</u>
CASK TRANSFER FACILITY (CTF)	The CASK TRANSFER FACILITY includes the following components and equipment: (1) a Cask Transfer Structure used to stabilize the TRANSFER CASK and MPC during lifts involving spent fuel not bounded by the regulations of 10 CFR Part 50, and (2) Either a stationary lifting device or a mobile lifting device used in concert with the stationary structure to lift the OVERPACK, TRANSFER CASK, and MPC
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 100 System are as follows: <ol style="list-style-type: none"> <li>1. Holtec Dresden Unit 1/Humboldt Bay design</li> <li>2. Transnuclear Dresden Unit 1 design</li> <li>3. Holtec Generic BWR design</li> <li>4. Holtec Generic PWR design</li> <li>5. Holtec Indian Point Unit 1 design</li> </ol>
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.

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1.0 Definitions (continued)

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INTACT FUEL ASSEMBLY	INTACT FUEL ASSEMBLIES are fuel assemblies without known or suspected cladding defects greater than pinhole leaks or hairline cracks and which can be handled by normal means. Fuel assemblies without fuel rods in fuel rod locations shall not be classified as INTACT FUEL ASSEMBLIES unless dummy fuel rods are used to displace an amount of water greater than or equal to that displaced by the fuel rod(s).
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 included MPC transfer between the TRANSFER CASK and the OVERPACK.
MINIMUM ENRICHMENT	MINIMUM ENRICHMENT is the minimum assembly average enrichment. Natural uranium blankets are not considered in determining minimum enrichment.
MULTI-PURPOSE CANISTER (MPC)	MPCs are the sealed spent nuclear fuel canisters which consist of a honeycombed fuel basket contained in a cylindrical canister shell which is welded to a baseplate, lid with welded port cover plates, and closure ring. The MPC provides the confinement boundary for the contained radioactive materials.

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1.0 Definitions (continued)

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NON-FUEL HARDWARE	NON-FUEL HARDWARE is defined as Burnable Poison Rod Assemblies (BPRAs), Thimble Plug Devices (TPDs), Control Rod Assemblies (CRAs), Axial Power Shaping Rods (APSRs), Wet Annular Burnable Absorbers (WABAs), Rod Cluster Control Assemblies (RCCAs), Control Element Assemblies (CEAs), Neutron Source Assemblies (NSAs), water displacement guide tube plugs, orifice rod assemblies, and vibration suppressor inserts.
OVERPACK	OVERPACKs are the casks which receive and contain the sealed MPCs for interim storage on the ISFSI. They provide gamma and neutron shielding, and provide for ventilated air flow to promote heat transfer from the MPC to the environs. The OVERPACK does not include the TRANSFER CASK.
PLANAR-AVERAGE INITIAL ENRICHMENT	PLANAR AVERAGE INITIAL ENRICHMENT is the average of the distributed fuel rod initial enrichments within a given axial plane of the assembly lattice.
SPENT FUEL STORAGE CASKS (SFSCs)	An SFSC is a container approved for the storage of spent fuel assemblies at the ISFSI. The HI-STORM 100 SFSC System consists of the OVERPACK and its integral MPC.
TRANSFER CASK	TRANSFER CASKs are containers designed to contain the MPC during and after loading of spent fuel assemblies and to transfer the MPC to or from the OVERPACK. The HI-STORM 100 System employs either the 125-Ton or the 100-Ton HI-TRAC TRANSFER CASK, or for Indian Point Unit 1, the 75-Ton HI-TRAC 100D Version IP1.
TRANSPORT OPERATIONS	TRANSPORT OPERATIONS include all licensed activities performed on an OVERPACK or TRANSFER CASK loaded with one or more fuel assemblies when it is being moved after LOADING OPERATIONS or before UNLOADING OPERATIONS. TRANSPORT OPERATIONS begin when the OVERPACK or TRANSFER CASK is first suspended from or secured on the transporter and end when the OVERPACK or TRANSFER CASK is at its destination and no longer secured on or suspended from the transporter. TRANSPORT OPERATIONS include transfer of the MPC between the OVERPACK and the TRANSFER CASK.

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1.0 Definitions (continued)

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UNLOADING OPERATIONS	UNLOADING OPERATIONS include all licensed activities on an SFSC to be unloaded of the contained fuel assemblies. UNLOADING OPERATIONS begin when the OVERPACK or TRANSFER CASK is no longer suspended from or secured on the transporter and end when the last fuel assembly is removed from the SFSC. UNLOADING OPERATIONS does not include MPC transfer between the TRANSFER CASK and the OVERPACK.
ZR	ZR means any zirconium-based fuel cladding or fuel channel material authorized for use in a commercial nuclear power plant reactor.

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2.0 APPROVED CONTENTS

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## 2.1 Fuel Specifications and Loading Conditions

2.1.1 Fuel To Be Stored In The HI-STORM 100 SFSC System

- a. INTACT FUEL ASSEMBLIES, DAMAGED FUEL ASSEMBLIES, FUEL DEBRIS, and NON-FUEL HARDWARE meeting the limits specified in Table 2.1-1 and other referenced tables may be stored in the HI-STORM 100 SFSC System.
- b. For MPCs partially loaded with stainless steel clad fuel assemblies, all remaining fuel assemblies in the MPC shall meet the decay heat generation limit for the stainless steel clad fuel assemblies.
- c. For MPCs partially loaded with DAMAGED FUEL ASSEMBLIES or FUEL DEBRIS, all remaining ZR clad INTACT FUEL ASSEMBLIES in the MPC shall meet the decay heat generation limits for the DAMAGED FUEL ASSEMBLIES. This requirement applies only to uniform fuel loading.
  - a. For MPCs partially loaded with array/class 6x6A, 6x6B, 6x6C, 7x7A, or 8x8A fuel assemblies, all remaining ZR clad INTACT FUEL ASSEMBLIES in the MPC shall meet the decay heat generation limits for the 6x6A, 6x6B, 6x6C, 7x7A and 8x8A fuel assemblies.
  - b. All BWR fuel assemblies may be stored with or without ZR channels with the exception of array/class 10x10D and 10x10E fuel assemblies, which may be stored with or without ZR or stainless steel channels.

2.1.2 Uniform Fuel Loading

Any authorized fuel assembly may be stored in any fuel storage location, subject to other restrictions related to DAMAGED FUEL, FUEL DEBRIS, and NON-FUEL HARDWARE specified in the CoC.

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## 2.0 Approved Contents

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### 2.1 Fuel Specifications and Loading Conditions (cont'd)

#### 2.1.3 Regionalized Fuel Loading

Users may choose to store fuel using regionalized loading in lieu of uniform loading to allow higher heat emitting fuel assemblies to be stored than would otherwise be able to be stored using uniform loading. Regionalized loading is limited to those fuel assemblies with ZR cladding. Figures 2.1-1 through 2.1-4 define the regions for the MPC-24, MPC-24E, MPC-24EF, MPC-32, MPC-32F, MPC-68, and MPC-68FF models, respectively<sup>1</sup>. Fuel assembly burnup, decay heat, and cooling time limits for regionalized loading are specified in Section 2.4.2. Fuel assemblies used in regionalized loading shall meet all other applicable limits specified in Tables 2.1-1 through 2.1-3.

### 2.2 Violations

If any Fuel Specifications or Loading Conditions of 2.1 are violated, the following actions shall be completed:

2.2.1 The affected fuel assemblies shall be placed in a safe condition.

2.2.2 Within 24 hours, notify the NRC Operations Center.

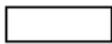
2.2.3 Within 30 days, submit a special report which describes the cause of the violation, and actions taken to restore compliance and prevent recurrence.

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<sup>1</sup> These figures are only intended to distinguish the fuel loading regions. Other details of the basket design are illustrative and may not reflect the actual basket design details. The design drawings should be consulted for basket design details.

LEGEND:

REGION 1: 

REGION 2: 

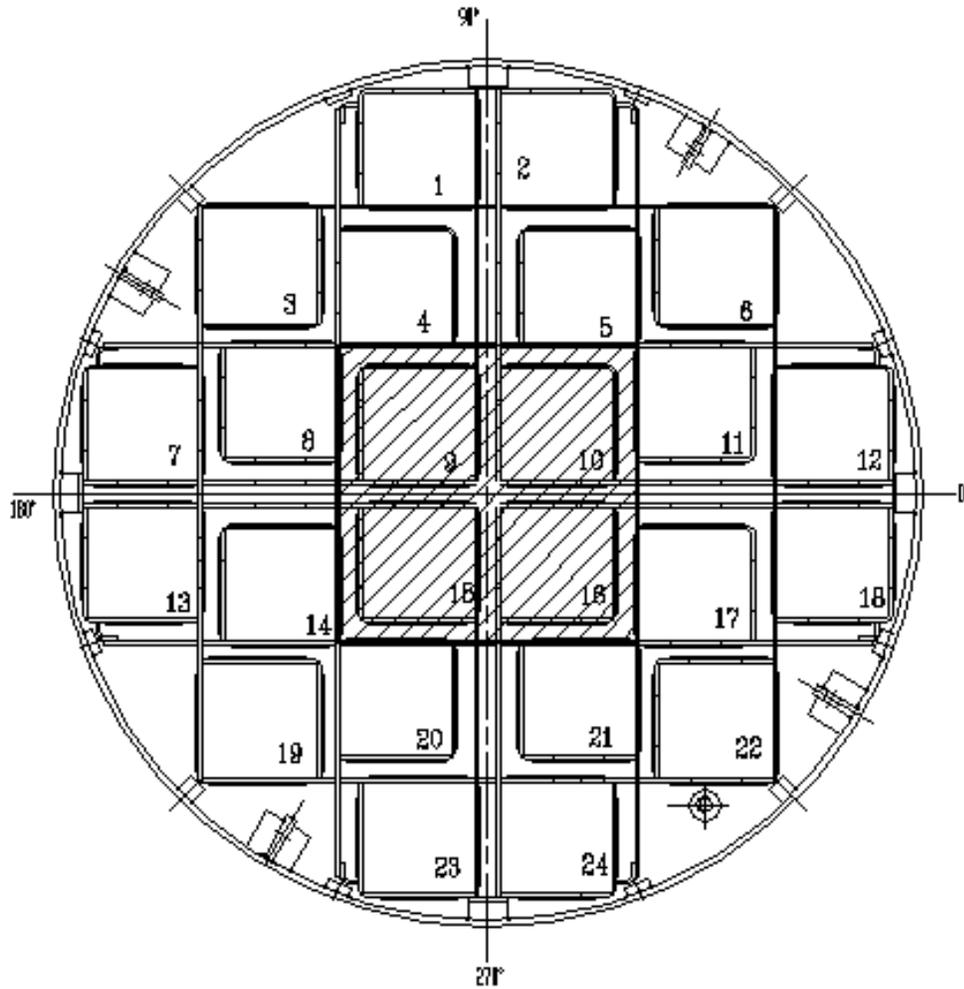
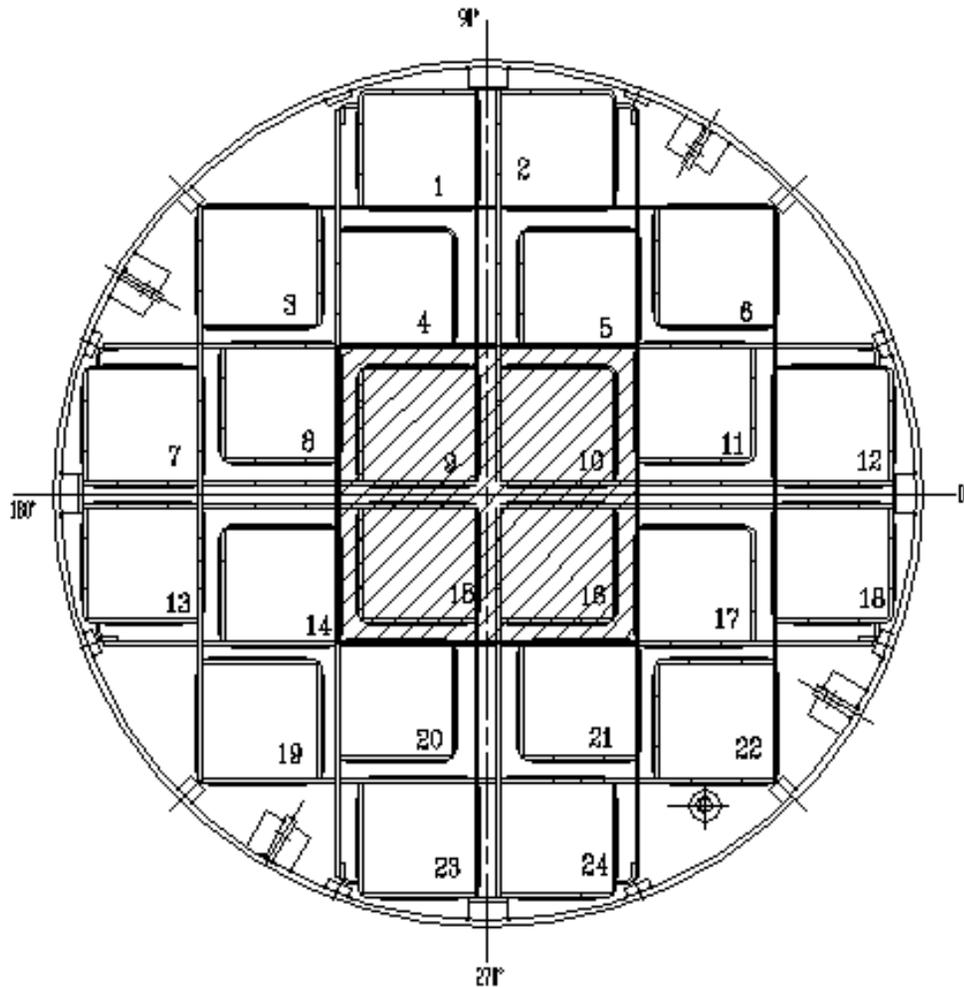


Figure 2.1-1  
Fuel Loading Regions - MPC-24

LEGEND:

REGION 1: 

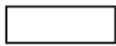
REGION 2: 

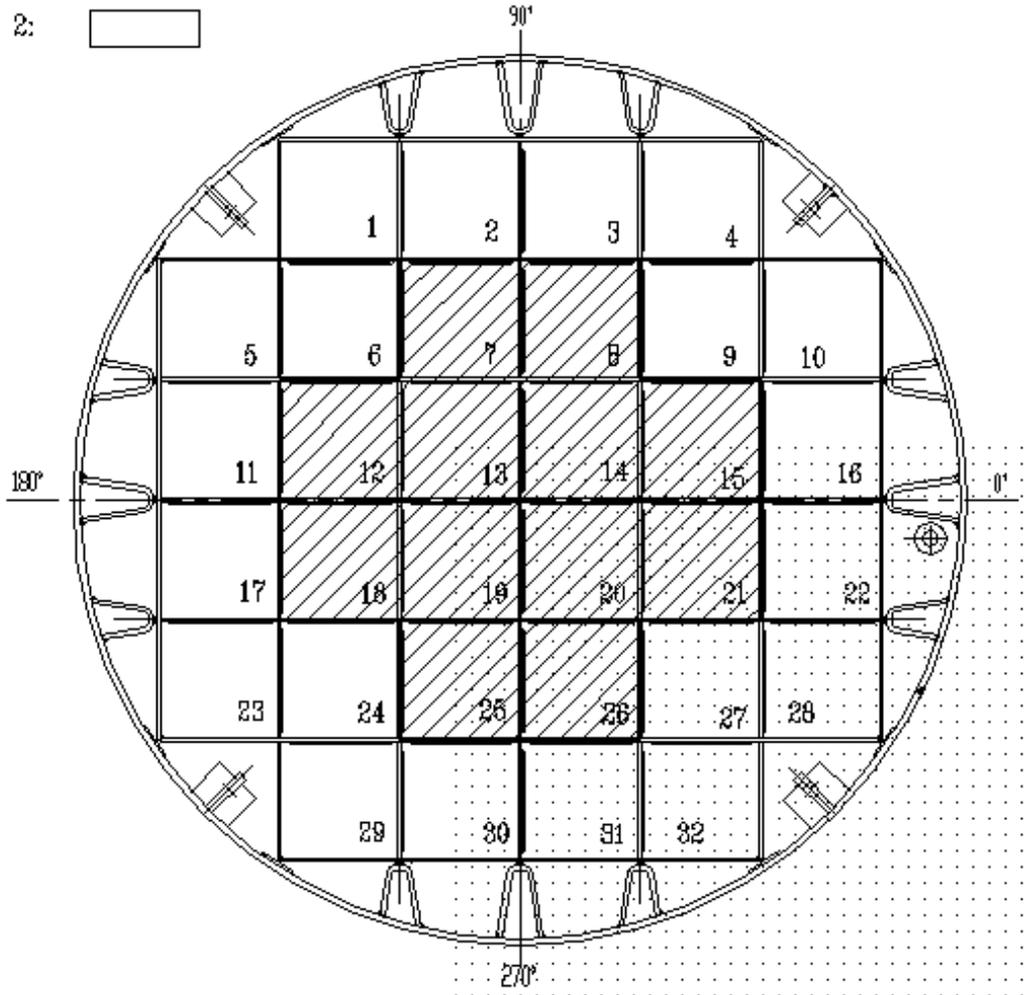


**Figure 2.1-2**  
**Fuel Loading Regions - MPC-24E/24EF**

LEGEND:

REGION 1: 

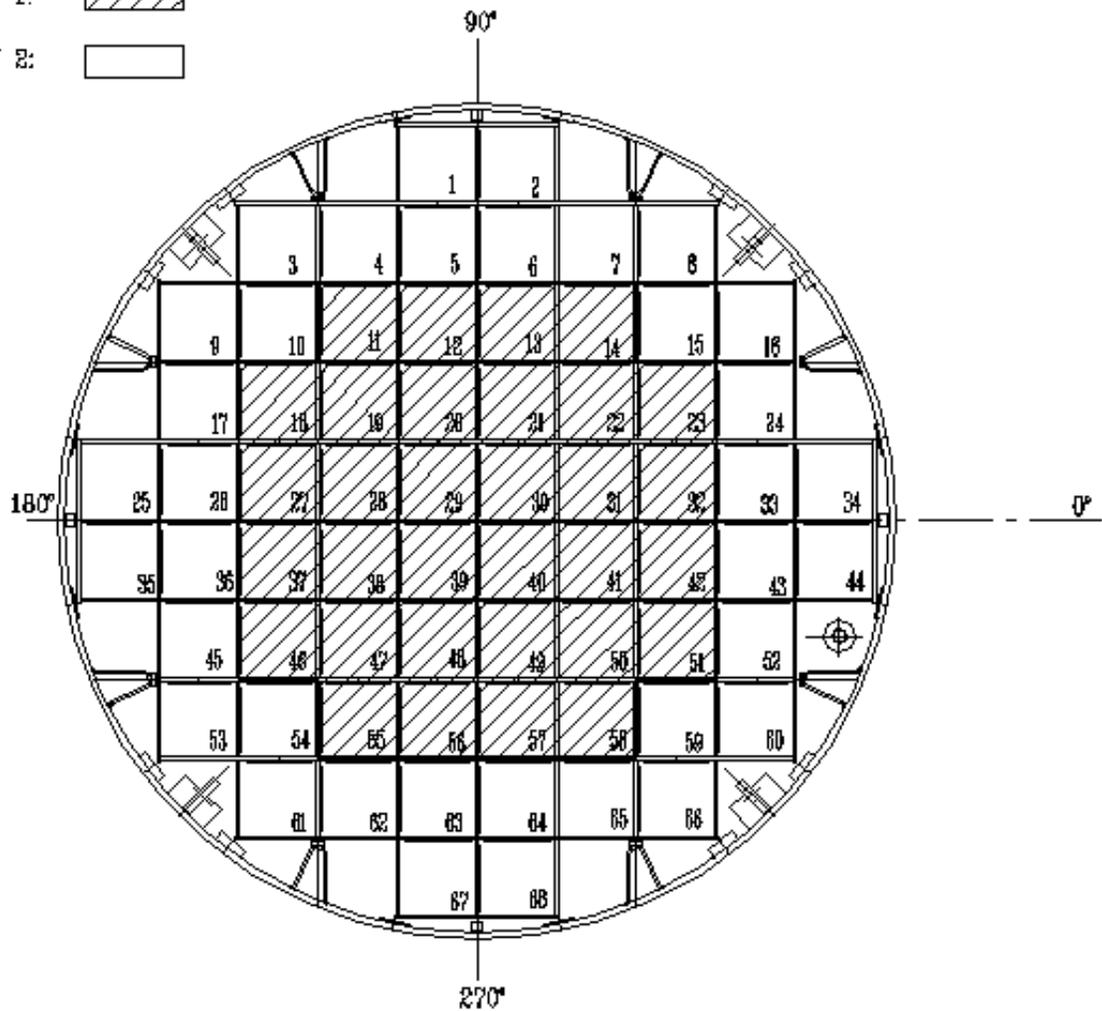
REGION 2: 



**Figure 2.1-3**  
**Fuel Loading Regions - MPC-32/32F**

LEGEND:

- REGION 1: 
- REGION 2: 



**Figure 2.1-4**  
**Fuel Loading Regions - MPC-68/68FF**

Table 2.1-1 (page 1 of 39)  
Fuel Assembly Limits

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I. MPC MODEL: MPC-24

A. Allowable Contents

1. Uranium oxide, PWR INTACT FUEL ASSEMBLIES listed in Table 2.1-2, with or without NON-FUEL HARDWARE and meeting the following specifications (Note 1):

- |   |  |
|---|--|
| a. Cladding Type:   | ZR or Stainless Steel (SS) as specified in Table 2.1-2 for the applicable fuel assembly array/class. |
| b. Initial Enrichment:  | As specified in Table 2.1-2 for the applicable fuel assembly array/class.                            |
| c. Post-irradiation Cooling Time and Average Burnup Per Assembly: |  |
| i. Array/Classes 14x14D and 15x15G                                | Cooling time $\geq$ 8 years and an average burnup $\leq$ 40,000 MWD/MTU.                             |
| ii. All Other Array/Classes                                       | Cooling time and average burnup as specified in Section 2.4.   |
| iii. NON-FUEL HARDWARE  | As specified in Table 2.1-8.   |

Table 2.1-1 (page 2 of 39)  
Fuel Assembly Limits

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I. MPC MODEL: MPC-24 (continued)

A. Allowable Contents (continued)

d. Decay Heat Per Fuel Storage Location:

i. Array/Classes 14x14D and 15x15G  $\leq 710$  Watts

ii All Other Array/Classes As specified in Section 2.4.

e. Fuel Assembly Length:  $\leq 176.8$  inches (nominal design)

f. Fuel Assembly Width:  $\leq 8.54$  inches (nominal design)

g. Fuel Assembly Weight:  $\leq 1,680$  lbs (including NON-FUEL HARDWARE)

B. Quantity per MPC: Up to 24 fuel assemblies.

C. Deleted.

D. DAMAGED FUEL ASSEMBLIES and FUEL DEBRIS are not authorized for loading into the MPC-24.

E. One NSA is authorized for loading into the MPC-24.

Note 1: Fuel assemblies containing BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, or vibration suppressor inserts may be stored in any fuel storage location. Fuel assemblies containing CRAs, RCCAs, CEAs, APSRs or NSAs may only be loaded in fuel storage locations 9, 10, 15, and/or 16. These requirements are in addition to any other requirements specified for uniform or regionalized fuel loading.

Table 2.1-1 (page 3 of 39)  
Fuel Assembly Limits

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II. MPC MODEL: MPC-68

A. Allowable Contents

1. Uranium oxide, BWR INTACT FUEL ASSEMBLIES listed in Table 2.1-3, with or without channels, and meeting the following specifications:

- |   |  |
|---|--|
| a. Cladding Type:   | ZR or Stainless Steel (SS) as specified in Table 2.1-3 for the applicable fuel assembly array/class. |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     | As specified in Table 2.1-3 for the applicable fuel assembly array/class.                            |
| c. Initial Maximum Rod Enrichment:                                | As specified in Table 2.1-3 for the applicable fuel assembly array/class.                            |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: |  |
| i. Array/Classes 6x6A, 6x6C, 7x7A, and 8x8A:                      | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTU                             |
| ii. Array/Class 8x8F  | Cooling time $\geq$ 10 years and an average burnup $\leq$ 27,500 MWD/MTU.                            |
| iii. Array/Classes 10x10D and 10x10E                              | Cooling time $\geq$ 10 years and an average burnup $\leq$ 22,500 MWD/MTU.                            |
| iv. All Other Array/Classes                                       | As specified in Section 2.4.   |

Table 2.1-1 (page 4 of 39)  
Fuel Assembly Limits

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II. MPC MODEL: MPC-68 (continued)

A. Allowable Contents (continued)

e. Decay Heat Per Assembly:

- i. Array/Classes 6x6A, 6x6C, 7x7A, and 8x8A  $\leq 115$  Watts
- ii. Array/Class 8x8F  $\leq 183.5$  Watts.
- iii. Array/Classes 10x10D and 10x10E  $\leq 95$  Watts
- iv. All Other Array/Classes As specified in Section 2.4.

f. Fuel Assembly Length:  $\leq 176.5$  inches (nominal design)

g. Fuel Assembly Width:  $\leq 5.85$  inches (nominal design)

h. Fuel Assembly Weight:  $\leq 700$  lbs, including channels

Table 2.1-1 (page 5 of 39)  
Fuel Assembly Limits

II. MPC MODEL: MPC-68 (continued)

A. Allowable Contents (continued)

2. Uranium oxide, BWR DAMAGED FUEL ASSEMBLIES, with or without channels, placed in DAMAGED FUEL CONTAINERS. Uranium oxide BWR DAMAGED FUEL ASSEMBLIES shall meet the criteria specified in Table 2.1-3 and meet the following specifications:

- |   |  |
|---|--|
| a. Cladding Type:   | ZR or Stainless Steel (SS) as specified in Table 2.1-3 for the applicable fuel assembly array/class. |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     |  |
| i. Array/Classes 6x6A, 6x6C, 7x7A, and 8x8A                       | As specified in Table 2.1-3 for the applicable fuel assembly array/class.                            |
| ii. All Other Array/Classes specified in Table 2.1-3              | 4.0 wt% <sup>235</sup> U   |
| c. Initial Maximum Rod Enrichment:                                | As specified in Table 2.1-3 for the applicable fuel assembly array/class.                            |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: |  |
| i. Array/Classes 6x6A, 6x6C, 7x7A, and 8x8A                       | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTU.                            |
| ii. Array/Class 8x8F  | Cooling time $\geq$ 10 years and an average burnup $\leq$ 27,500 MWD/MTU.                            |
| iii. Array/Classes 10x10D and 10x10E                              | Cooling time $\geq$ 10 years and an average burnup $\leq$ 22,500 MWD/MTU.                            |
| iv. All Other Array Classes                                       | As specified in Section 2.4.   |

Table 2.1-1 (page 6 of 39)  
Fuel Assembly Limits

II. MPC MODEL: MPC-68 (continued)

A. Allowable Contents (continued)

e. Decay Heat Per Assembly:

- i. Array/Class 6x6A, 6x6C, 7x7A, and 8x8A  $\leq$  115 Watts
- ii. Array/Class 8x8F  $\leq$  183.5 Watts
- iii. Array/Classes 10x10D and 10x10E  $\leq$  95 Watts
- iv. All Other Array/Classes As specified in Section 2.4.

f. Fuel Assembly Length:

- i. Array/Class 6x6A, 6x6C, 7x7A, or 8x8A  $\leq$  135.0 inches (nominal design)
- ii. All Other Array/Classes  $\leq$  176.5 inches (nominal design)

g. Fuel Assembly Width:

- i. Array/Class 6x6A, 6x6C, 7x7A, or 8x8A  $\leq$  4.70 inches (nominal design)
- ii. All Other Array/Classes  $\leq$  5.85 inches (nominal design)

h. Fuel Assembly Weight:

- i. Array/Class 6x6A, 6x6C, 7x7A, or 8x8A  $\leq$  550 lbs, including channels and DFC
- ii. All Other Array/Classes  $\leq$  700 lbs, including channels and DFC

Table 2.1-1 (page 7 of 39)  
Fuel Assembly Limits

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II. MPC MODEL: MPC-68 (continued)

A. Allowable Contents (continued)

3. Mixed oxide (MOX), BWR INTACT FUEL ASSEMBLIES, with or without channels. MOX BWR INTACT FUEL ASSEMBLIES shall meet the criteria specified in Table 2.1-3 for fuel assembly array/class 6x6B, and meet the following specifications:

- |   |   |
|---|---|
| a. Cladding Type:   | ZR  |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     | As specified in Table 2.1-3 for fuel assembly array/class 6x6B.             |
| c. Initial Maximum Rod Enrichment:                                | As specified in Table 2.1-3 for fuel assembly array/class 6x6B.             |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTIHM. |
| e. Decay Heat Per Assembly:                                       | $\leq$ 115 Watts  |
| f. Fuel Assembly Length:  | $\leq$ 135.0 inches (nominal design)  |
| g. Fuel Assembly Width:   | $\leq$ 4.70 inches (nominal design)   |
| h. Fuel Assembly Weight:  | $\leq$ 400 lbs, including channels  |

Table 2.1-1 (page 8 of 39)  
Fuel Assembly Limits

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II. MPC MODEL: MPC-68 (continued)

A. Allowable Contents (continued)

4. Mixed oxide (MOX), BWR DAMAGED FUEL ASSEMBLIES, with or without channels, placed in DAMAGED FUEL CONTAINERS. MOX BWR DAMAGED FUEL ASSEMBLIES shall meet the criteria specified in Table 2.1-3 for fuel assembly array/class 6x6B, and meet the following specifications:

- |   |   |
|---|---|
| a. Cladding Type:   | ZR  |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     | As specified in Table 2.1-3 for array/class 6x6B.                           |
| c. Initial Maximum Rod Enrichment:                                | As specified in Table 2.1-3 for array/class 6x6B.                           |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTIHM. |
| e. Decay Heat Per Assembly:                                       | $\leq$ 115 Watts  |
| f. Fuel Assembly Length:  | $\leq$ 135.0 inches (nominal design)  |
| g. Fuel Assembly Width:   | $\leq$ 4.70 inches (nominal design)   |
| h. Fuel Assembly Weight:  | $\leq$ 550 lbs, including channels and DFC                                  |

Table 2.1-1 (page 9 of 39)  
Fuel Assembly Limits

II. MPC MODEL: MPC-68 (continued)

A. Allowable Contents (continued)

5. Thoria rods ( $\text{ThO}_2$  and  $\text{UO}_2$ ) placed in Dresden Unit 1 Thoria Rod Canisters and meeting the following specifications:

- |   |  |
|---|--|
| a. Cladding Type:   | ZR   |
| b. Composition:   | 98.2 wt.% $\text{ThO}_2$ , 1.8 wt. % $\text{UO}_2$ with an enrichment of 93.5 wt. % $^{235}\text{U}$ . |
| c. Number of Rods Per Thoria Rod Canister:  | $\leq 18$  |
| d. Decay Heat Per Thoria Rod Canister:  | $\leq 115$ Watts   |
| e. Post-irradiation Fuel Cooling Time and Average Burnup Per Thoria Rod Canister: | A fuel post-irradiation cooling time $\geq 18$ years and an average burnup $\leq 16,000$ MWD/MTIHM.    |
| f. Initial Heavy Metal Weight:  | $\leq 27$ kg/canister  |
| g. Fuel Cladding O.D.:  | $\geq 0.412$ inches  |
| h. Fuel Cladding I.D.:  | $\leq 0.362$ inches  |
| i. Fuel Pellet O.D.:  | $\leq 0.358$ inches  |
| j. Active Fuel Length:  | $\leq 111$ inches  |
| k. Canister Weight:   | $\leq 550$ lbs, including fuel   |

Table 2.1-1 (page 10 of 39)  
Fuel Assembly Limits

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II. MPC MODEL: MPC-68 (continued)

B. Quantity per MPC:

1. Up to one (1) Dresden Unit 1 Thoria Rod Canister;
  2. Up to 68 array/class 6x6A, 6x6B, 6x6C, 7x7A, or 8x8A DAMAGED FUEL ASSEMBLIES in DAMAGED FUEL CONTAINERS;
  3. Up to sixteen (16) other BWR DAMAGED FUEL ASSEMBLIES in DAMAGED FUEL CONTAINERS in fuel storage locations 1, 2, 3, 8, 9, 16, 25, 34, 35, 44, 53, 60, 61, 66, 67, and/or 68; and/or
  4. Any number of BWR INTACT FUEL ASSEMBLIES up to a total of 68.
- C. Array/Class 10x10D and 10x10E fuel assemblies in stainless steel channels must be stored in fuel storage locations 19 - 22, 28 - 31, 38 -41, and/or 47 - 50.
- D. Dresden Unit 1 fuel assemblies with one Antimony-Beryllium neutron source are authorized for loading in the MPC-68. The Antimony-Beryllium source material shall be in a water rod location.
- E. FUEL DEBRIS is not authorized for loading in the MPC-68.

Table 2.1-1 (page 11 of 39)  
Fuel Assembly Limits

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III. MPC MODEL: MPC-68F

A. Allowable Contents

1. Uranium oxide, BWR INTACT FUEL ASSEMBLIES, with or without ZR channels. Uranium oxide BWR INTACT FUEL ASSEMBLIES shall meet the criteria specified in Table 2.1-3 for fuel assembly array class 6x6A, 6x6C, 7x7A or 8x8A, and meet the following specifications:

- |   |   |
|---|---|
| a. Cladding Type:   | ZR  |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     | As specified in Table 2.1-3 for the applicable fuel assembly array/class. |
| c. Initial Maximum Rod Enrichment:                                | As specified in Table 2.1-3 for the applicable fuel assembly array/class. |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTU. |
| e. Decay Heat Per Assembly  | $\leq$ 115 Watts  |
| f. Fuel Assembly Length:  | $\leq$ 135.0 inches (nominal design)                                      |
| g. Fuel Assembly Width:   | $\leq$ 4.70 inches (nominal design)                                       |
| h. Fuel Assembly Weight:  | $\leq$ 400 lbs, including channels  |

Table 2.1-1 (page 12 of 39)  
Fuel Assembly Limits

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III. MPC MODEL: MPC-68F (continued)

A. Allowable Contents (continued)

2. Uranium oxide, BWR DAMAGED FUEL ASSEMBLIES, with or without ZR channels, placed in DAMAGED FUEL CONTAINERS. Uranium oxide BWR DAMAGED FUEL ASSEMBLIES shall meet the criteria specified in Table 2.1-3 for fuel assembly array/class 6x6A, 6x6C, 7x7A, or 8x8A, and meet the following specifications:

- |   |   |
|---|---|
| a. Cladding Type:   | ZR  |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     | As specified in Table 2.1-3 for the applicable fuel assembly array/class. |
| c. Initial Maximum Rod Enrichment:                                | As specified in Table 2.1-3 for the applicable fuel assembly array/class. |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTU. |
| e. Decay Heat Per Assembly:                                       | $\leq$ 115 Watts  |
| f. Fuel Assembly Length:  | $\leq$ 135.0 inches (nominal design)                                      |
| g. Fuel Assembly Width:   | $\leq$ 4.70 inches (nominal design)                                       |
| h. Fuel Assembly Weight:  | $\leq$ 550 lbs, including channels and DFC                                |

Table 2.1-1 (page 13 of 39)  
Fuel Assembly Limits

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III. MPC MODEL: MPC-68F (continued)

A. Allowable Contents (continued)

3. Uranium oxide, BWR FUEL DEBRIS, with or without ZR channels, placed in DAMAGED FUEL CONTAINERS. The original fuel assemblies for the uranium oxide BWR FUEL DEBRIS shall meet the criteria specified in Table 2.1-3 for fuel assembly array/class 6x6A, 6x6C, 7x7A, or 8x8A, and meet the following specifications:

a. Cladding Type:	ZR
b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:	As specified in Table 2.1-3 for the applicable original fuel assembly array/class.
c. Initial Maximum Rod Enrichment:	As specified in Table 2.1-3 for the applicable original fuel assembly array/class.
d. Post-irradiation Cooling Time and Average Burnup Per Assembly	Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTU for the original fuel assembly.
e. Decay Heat Per Assembly	$\leq$ 115 Watts
f. Original Fuel Assembly Length	$\leq$ 135.0 inches (nominal design)
g. Original Fuel Assembly Width	$\leq$ 4.70 inches (nominal design)
h. Fuel Debris Weight	$\leq$ 550 lbs, including channels and DFC

Table 2.1-1 (page 14 of 39)  
Fuel Assembly Limits

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III. MPC MODEL: MPC-68F (continued)

A. Allowable Contents (continued)

4. Mixed oxide (MOX), BWR INTACT FUEL ASSEMBLIES, with or without ZR channels. MOX BWR INTACT FUEL ASSEMBLIES shall meet the criteria specified in Table 2.1-3 for fuel assembly array/class 6x6B, and meet the following specifications:

- |   |   |
|---|---|
| a. Cladding Type:   | ZR  |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     | As specified in Table 2.1-3 for fuel assembly array/class 6x6B.             |
| c. Initial Maximum Rod Enrichment:                                | As specified in Table 2.1-3 for fuel assembly array/class 6x6B.             |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTIHM. |
| e. Decay Heat Per Assembly  | $\leq$ 115 Watts  |
| f. Fuel Assembly Length:  | $\leq$ 135.0 inches (nominal design)  |
| g. Fuel Assembly Width:   | $\leq$ 4.70 inches (nominal design)   |
| h. Fuel Assembly Weight:  | $\leq$ 400 lbs, including channels  |

Table 2.1-1 (page 15 of 39)  
Fuel Assembly Limits

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III. MPC MODEL: MPC-68F (continued)

A. Allowable Contents (continued)

5. Mixed oxide (MOX), BWR DAMAGED FUEL ASSEMBLIES, with or without ZR channels, placed in DAMAGED FUEL CONTAINERS. MOX BWR DAMAGED FUEL ASSEMBLIES shall meet the criteria specified in Table 2.1-3 for fuel assembly array/class 6x6B, and meet the following specifications:

- |   |   |
|---|---|
| a. Cladding Type:   | ZR  |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     | As specified in Table 2.1-3 for fuel assembly array/class 6x6B.             |
| c. Initial Maximum Rod Enrichment:                                | As specified in Table 2.1-3 for fuel assembly array/class 6x6B.             |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTIHM. |
| e. Decay Heat Per Assembly  | $\leq$ 115 Watts  |
| f. Fuel Assembly Length:  | $\leq$ 135.0 inches (nominal design)  |
| g. Fuel Assembly Width:   | $\leq$ 4.70 inches (nominal design)   |
| h. Fuel Assembly Weight:  | $\leq$ 550 lbs, including channels and DFC                                  |

Table 2.1-1 (page 16 of 39)  
Fuel Assembly Limits

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III. MPC MODEL: MPC-68F (continued)

A. Allowable Contents (continued)

6. Mixed Oxide (MOX), BWR FUEL DEBRIS, with or without ZR channels, placed in DAMAGED FUEL CONTAINERS. The original fuel assemblies for the MOX BWR FUEL DEBRIS shall meet the criteria specified in Table 2.1-3 for fuel assembly array/class 6x6B, and meet the following specifications:

- |   |  |
|---|--|
| a. Cladding Type:   | ZR   |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     | As specified in Table 2.1-3 for original fuel assembly array/class 6x6B.                                   |
| c. Initial Maximum Rod Enrichment:                                | As specified in Table 2.1-3 for original fuel assembly array/class 6x6B.                                   |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTIHM for the original fuel assembly. |
| e. Decay Heat Per Assembly  | $\leq$ 115 Watts   |
| f. Original Fuel Assembly Length:                                 | $\leq$ 135.0 inches (nominal design)   |
| g. Original Fuel Assembly Width:                                  | $\leq$ 4.70 inches (nominal design)  |
| h. Fuel Debris Weight:  | $\leq$ 550 lbs, including channels and DFC   |

Table 2.1-1 (page 17 of 39)  
Fuel Assembly Limits

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III. MPC MODEL: MPC-68F (continued)

A. Allowable Contents (continued)

7. Thoria rods ( $\text{ThO}_2$  and  $\text{UO}_2$ ) placed in Dresden Unit 1 Thoria Rod Canisters and meeting the following specifications:

- |   |  |
|---|--|
| a. Cladding Type:   | ZR   |
| b. Composition:   | 98.2 wt.% $\text{ThO}_2$ , 1.8 wt. % $\text{UO}_2$ with an enrichment of 93.5 wt. % $^{235}\text{U}$ . |
| c. Number of Rods Per Thoria Rod Canister:  | $\leq 18$  |
| d. Decay Heat Per Thoria Rod Canister:  | $\leq 115$ Watts   |
| e. Post-irradiation Fuel Cooling Time and Average Burnup Per Thoria Rod Canister: | A fuel post-irradiation cooling time $\geq 18$ years and an average burnup $\leq 16,000$ MWD/MTIHM.    |
| f. Initial Heavy Metal Weight:  | $\leq 27$ kg/canister  |
| g. Fuel Cladding O.D.:  | $\geq 0.412$ inches  |
| h. Fuel Cladding I.D.:  | $\leq 0.362$ inches  |
| i. Fuel Pellet O.D.:  | $\leq 0.358$ inches  |
| j. Active Fuel Length:  | $\leq 111$ inches  |
| k. Canister Weight:   | $\leq 550$ lbs, including fuel   |

Table 2.1-1 (page 18 of 39)  
Fuel Assembly Limits

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III. MPC MODEL: MPC-68F (continued)

B. Quantity per MPC (up to a total of 68 assemblies):

(All fuel assemblies must be array/class 6x6A, 6x6B, 6x6C, 7x7A, or 8x8A):

Up to four (4) DFCs containing uranium oxide BWR FUEL DEBRIS or MOX BWR FUEL DEBRIS. The remaining MPC-68F fuel storage locations may be filled with fuel assemblies of the following type, as applicable:

1. Uranium oxide BWR INTACT FUEL ASSEMBLIES;
2. MOX BWR INTACT FUEL ASSEMBLIES;
3. Uranium oxide BWR DAMAGED FUEL ASSEMBLIES placed in DFCs;
4. MOX BWR DAMAGED FUEL ASSEMBLIES placed in DFCs; or
5. Up to one (1) Dresden Unit 1 Thoria Rod Canister.

C. Fuel assemblies with stainless steel channels are not authorized for loading in the MPC-68F.

D. Dresden Unit 1 fuel assemblies with one Antimony-Beryllium neutron source are authorized for loading in the MPC-68F. The Antimony-Beryllium source material shall be in a water rod location.

Table 2.1-1 (page 19 of 39)  
Fuel Assembly Limits

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IV. MPC MODEL: MPC-24E

A. Allowable Contents

1. Uranium oxide, PWR INTACT FUEL ASSEMBLIES listed in Table 2.1-2, with or without NON-FUEL HARDWARE and meeting the following specifications (Note 1):

- |   |   |
|---|---|
| a. Cladding Type:   | ZR or Stainless Steel (SS) as specified in Table 2.1-2 for the applicable fuel assembly array/class |
| b. Initial Enrichment:  | As specified in Table 2.1-2 for the applicable fuel assembly array/class.                           |
| c. Post-irradiation Cooling Time and Average Burnup Per Assembly: |   |
| i. Array/Classes 14x14D and 15x15G                                | Cooling time $\geq$ 8 years and an average burnup $\leq$ 40,000 MWD/MTU.                            |
| ii. All Other Array/Classes                                       | As specified in Section 2.4.  |
| iii. NON-FUEL HARDWARE  | As specified in Table 2.1-8.  |

Table 2.1-1 (page 20 of 39)  
Fuel Assembly Limits

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IV. MPC MODEL: MPC-24E (continued)

A. Allowable Contents (continued)

- d. Decay Heat Per Fuel Storage Location:
  - i. Array/Classes 14x14D-and 15x15G  $\leq 710$  Watts.
  - ii. All other Array/Classes As specified in Section 2.4.
- e. Fuel Assembly Length:  $\leq 176.8$  inches (nominal design)
- f. Fuel Assembly Width:  $\leq 8.54$  inches (nominal design)
- g. Fuel Assembly Weight:  $\leq 1,680$  lbs (including NON-FUEL HARDWARE)

Table 2.1-1 (page 21 of 39)  
Fuel Assembly Limits

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IV. MPC MODEL: MPC-24E (continued)

A. Allowable Contents (continued)

2. Uranium oxide, PWR DAMAGED FUEL ASSEMBLIES, with or without NON-FUEL HARDWARE, placed in DAMAGED FUEL CONTAINERS. Uranium oxide PWR DAMAGED FUEL ASSEMBLIES shall meet the criteria specified in Table 2.1-2 and meet the following specifications (Note 1):

- |   |   |
|---|---|
| a. Cladding Type:   | ZR or Stainless Steel (SS) as specified in Table 2.1-2 for the applicable fuel assembly array/class |
| b. Initial Enrichment:  | As specified in Table 2.1-2 for the applicable fuel assembly array/class.                           |
| c. Post-irradiation Cooling Time and Average Burnup Per Assembly: |   |
| i. Array/Classes 14x14D and 15x15G                                | Cooling time $\geq$ 8 years and an average burnup $\leq$ 40,000 MWD/MTU.                            |
| ii. All Other Array/Classes                                       | As specified in Section 2.4.  |
| iii. NON-FUEL HARDWARE  | As specified in Table 2.1-8.  |

Table 2.1-1 (page 22 of 39)  
Fuel Assembly Limits

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IV. MPC MODEL: MPC-24E (continued)

A. Allowable Contents (continued)

d. Decay Heat Per Fuel  
Storage Location:

i. Array/Classes 14x14D       $\leq$  710 Watts.  
and 15x15G

ii. All Other Array/Classes      As specified in Section 2.4.

e. Fuel Assembly Length       $\leq$  176.8 inches (nominal design)

f. Fuel Assembly Width       $\leq$  8.54 inches (nominal design)

g. Fuel Assembly Weight       $\leq$  1,680 lbs (including NON-FUEL  
HARDWARE and DFC)

B. Quantity per MPC: Up to four (4) DAMAGED FUEL ASSEMBLIES in DAMAGED FUEL CONTAINERS, stored in fuel storage locations 3, 6, 19 and/or 22. The remaining MPC-24E fuel storage locations may be filled with PWR INTACT FUEL ASSEMBLIES meeting the applicable specifications.

C. FUEL DEBRIS is not authorized for loading in the MPC-24E.

D. One NSA is authorized for loading in the MPC-24E.

Note 1: Fuel assemblies containing BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, or vibration supressor inserts may be stored in any fuel storage location. Fuel assemblies containing CRAs, RCCAs, CEAs, APSRs or NSAs may only be loaded in fuel storage locations 9, 10, 15, and/or 16. These requirements are in addition to any other requirements specified for uniform or regionalized fuel loading.

Table 2.1-1 (page 23 of 39)  
Fuel Assembly Limits

V. MPC MODEL: MPC-32

A. Allowable Contents

1. Uranium oxide, PWR INTACT FUEL ASSEMBLIES listed in Table 2.1-2, with or without NON-FUEL HARDWARE and meeting the following specifications (Note 1):

- |  |   |
|--|---|
| a. Cladding Type:  | ZR or Stainless Steel (SS) as specified in Table 2.1-2 for the applicable fuel assembly array/class   |
| b. Initial Enrichment:   | As specified in Table 2.1-2 for the applicable fuel assembly array/class.   |
| c. Post-irradiation Cooling Time and Average Burnup Per Assembly |   |
| i. Array/Classes 14x14D and 15x15G                               | Cooling time $\geq 9$ years and an average burnup $\leq 30,000$ MWD/MTU or cooling time $\geq 20$ years and an average burnup $\leq 40,000$ MWD/MTU.  |
| ii. Array/Class 14x14E   | Cooling time $\geq 30$ years.<br>An average burnup $\leq 30,000$ MWD/MTU with an enrichment $\geq 3.5$ wt. % $^{235}\text{U}$ or, an average burnup $\leq 10,000$ MWD/MTU with an enrichment $\geq 2.7$ wt. % $^{235}\text{U}$ and $< 3.5$ wt. % $^{235}\text{U}$ . |
| iii. All Other Array/Classes                                     | As specified in Section 2.4.  |
| iv. NON-FUEL HARDWARE  | As specified in Table 2.1-8.  |

Table 2.1-1 (page 24 of 39)  
Fuel Assembly Limits

---

V. MPC MODEL: MPC-32 (continued)

A. Allowable Contents (continued)

d. Decay Heat Per Fuel Storage  
Location:

- i. Array/Classes 14x14D and 15x15G  $\leq 500$  Watts
- ii. Array/Class 14x14E  $\leq 250$  Watts
- iii. All Other Array/Classes As specified in Section 2.4.
- e. Fuel Assembly Length  $\leq 176.8$  inches (nominal design)
- f. Fuel Assembly Width  $\leq 8.54$  inches (nominal design)
- g. Fuel Assembly Weight  $\leq 1,680$  lbs (including NON-FUEL HARDWARE)

Table 2.1-1 (page 25 of 39)  
Fuel Assembly Limits

V. MPC MODEL: MPC-32 (continued)

A. Allowable Contents (continued)

2. Uranium oxide, PWR DAMAGED FUEL ASSEMBLIES, with or without NON-FUEL HARDWARE, placed in DAMAGED FUEL CONTAINERS. Uranium oxide PWR DAMAGED FUEL ASSEMBLIES shall meet the criteria specified in Table 2.1-2 and meet the following specifications (Note 1):

- |   |   |
|---|---|
| a. Cladding Type:   | ZR or Stainless Steel (SS) as specified in Table 2.1-2 for the applicable fuel assembly array/class   |
| b. Initial Enrichment:  | As specified in Table 2.1-2 for the applicable fuel assembly array/class.   |
| c. Post-irradiation Cooling Time and Average Burnup Per Assembly: |   |
| i. Array/Classes 14x14D and 15x15G                                | Cooling time $\geq 9$ years and an average burnup $\leq 30,000$ MWD/MTU or cooling time $\geq 20$ years and an average burnup $\leq 40,000$ MWD/MTU.  |
| ii. Array/Class 14x14E  | Cooling time $\geq 30$ years.<br>An average burnup $\leq 30,000$ MWD/MTU with an enrichment $\geq 3.5$ wt. % $^{235}\text{U}$ or, an average burnup $\leq 10,000$ MWD/MTU with an enrichment $\geq 2.7$ wt. % $^{235}\text{U}$ and $< 3.5$ wt. % $^{235}\text{U}$ . |
| iii. All Other Array/Classes                                      | As specified in Section 2.4.  |
| iv. NON-FUEL HARDWARE   | As specified in Table 2.1-8.  |

Table 2.1-1 (page 26 of 39)  
Fuel Assembly Limits

V. MPC MODEL: MPC-32 (continued)

A. Allowable Contents (continued)

d. Decay Heat Per Fuel  
Storage Location:

i. Array/Classes 14x14D and 15x15G  $\leq 500$  Watts.

ii. Array/Class 14x14E  $\leq 250$  Watts

iii. All Other Array/Classes As specified in Section 2.4.

e. Fuel Assembly Length  $\leq 176.8$  inches (nominal design)

f. Fuel Assembly Width  $\leq 8.54$  inches (nominal design)

g. Fuel Assembly Weight  $\leq 1,680$  lbs (including NON-FUEL HARDWARE and DFC)

B. Quantity per MPC: With the exception of array/class 14x14E, up to eight (8) DAMAGED FUEL ASSEMBLIES in DAMAGED FUEL CONTAINERS, stored in fuel storage locations 1, 4, 5, 10, 23, 28, 29, and/or 32. The remaining MPC-32 fuel storage locations may be filled with PWR INTACT FUEL ASSEMBLIES meeting the applicable specifications. For array/class 14x14E, up to 32 INTACT FUEL ASSEMBLIES, and/or DAMAGED FUEL ASSEMBLIES stored in DAMAGED FUEL CONTAINERS.

C. FUEL DEBRIS is not authorized for loading in the MPC-32.

D. With the exception of array/class 14x14E, one NSA is authorized for loading in the MPC-32. For array/class 14x14E, Indian Point Unit 1, fuel assemblies may contain an antimony beryllium secondary source assembly. Up to 32 Indian Point Unit 1 secondary source assemblies may be stored in the MPC-32. Other NON-FUEL HARDWARE is not permitted to be stored with array/class 14x14E.

Note 1: Fuel assemblies containing BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, or vibration suppressor inserts may be stored in any fuel storage location. Fuel assemblies containing CRAs, RCCAs, CEAs, APSRs or NSAs may only be loaded in fuel storage locations 13, 14, 19, and/or 20. These requirements are in addition to any other requirements specified for uniform or regionalized

fuel loading.

Table 2.1-1 (page 27 of 39)  
Fuel Assembly Limits

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VI. MPC MODEL: MPC-68FF

A. Allowable Contents

1. Uranium oxide or MOX BWR INTACT FUEL ASSEMBLIES listed in Table 2.1-3, with or without channels and meeting the following specifications:

- |  |   |
|--|---|
| a. Cladding Type:  | ZR or Stainless Steel (SS) as specified in Table 2.1-3 for the applicable fuel assembly array/class |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                    | As specified in Table 2.1-3 for the applicable fuel assembly array/class.                           |
| c. Initial Maximum Rod Enrichment                                | As specified in Table 2.1-3 for the applicable fuel assembly array/class.                           |
| e. Post-irradiation Cooling Time and Average Burnup Per Assembly |   |
| i. Array/Classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A                | Cooling time $\geq$ 18 years and an average burnup $\leq$ 30,000 MWD/MTU (or MTU/MTIHM).            |
| ii. Array/Class 8x8F   | Cooling time $\geq$ 10 years and an average burnup $\leq$ 27,500 MWD/MTU.                           |
| iii. Array/Classes 10x10D and 10x10E                             | Cooling time $\geq$ 10 years and an average burnup $\leq$ 22,500 MWD/MTU.                           |
| iv. All Other Array/Classes                                      | As specified in Section 2.4.  |

Table 2.1-1 (page 28 of 39)  
Fuel Assembly Limits

VI. MPC MODEL: MPC-68FF (continued)

A. Allowable Contents (continued)

e. Decay Heat Per Assembly

- |  |                              |
|--|------------------------------|
| i. Array/Classes 6x6A, 6X6b,<br>6x6C, 7x7A, and 8x8A | $\leq 115$ Watts             |
| ii. Array/Class 8x8F                                 | $\leq 183.5$ Watts           |
| iii. Array/Classes 10x10D and<br>10x10E              | $\leq 95$ Watts              |
| iv. All Other Array/Classes                          | As specified in Section 2.4. |

f. Fuel Assembly Length

- |   |                                      |
|---|--------------------------------------|
| i. Array/Class 6x6A, 6x6B,<br>6x6C, 7x7A, or 8x8A | $\leq 135.0$ inches (nominal design) |
| ii. All Other Array/Classes                       | $\leq 176.5$ inches (nominal design) |

g. Fuel Assembly Width

- |   |                                     |
|---|-------------------------------------|
| i. Array/Class 6x6A, 6x6B, 6x6C,<br>7x7A, or 8x8A | $\leq 4.70$ inches (nominal design) |
| ii. All Other Array/Classes                       | $\leq 5.85$ inches (nominal design) |

h. Fuel Assembly Weight

- |   |                                    |
|---|------------------------------------|
| i. Array/Class 6x6A, 6x6B, 6x6C,<br>7x7A, or 8x8A | $\leq 550$ lbs, including channels |
| ii. All Other Array/Classes                       | $\leq 700$ lbs, including channels |

Table 2.1-1 (page 29 of 39)  
Fuel Assembly Limits

VI. MPC MODEL: MPC-68FF (continued)

A. Allowable Contents (continued)

2. Uranium oxide or MOX BWR DAMAGED FUEL ASSEMBLIES or FUEL DEBRIS, with or without channels, placed in DAMAGED FUEL CONTAINERS. Uranium oxide and MOX BWR DAMAGED FUEL ASSEMBLIES and FUEL DEBRIS shall meet the criteria specified in Table 2.1-3, and meet the following specifications:

- |   |   |
|---|---|
| a. Cladding Type:   | ZR or Stainless Steel (SS) in accordance with Table 2.1-3 for the applicable fuel assembly array/class. |
| b. Maximum PLANAR-AVERAGE INITIAL ENRICHMENT:                     |   |
| i. Array/Classes 6x6A, 6x6B, 6x6C, 7x7A, and 8x8A.                | As specified in Table 2.1-3 for the applicable fuel assembly array/class.                               |
| ii. All Other Array Classes                                       | $\leq 4.0$ wt.% <sup>235</sup> U.   |
| c. Initial Maximum Rod Enrichment                                 | As specified in Table 2.1-3 for the applicable fuel assembly array/class.                               |
| d. Post-irradiation Cooling Time and Average Burnup Per Assembly: |   |
| i. Array/Class 6x6A, 6x6B, 6x6C, 7x7A, or 8x8A                    | Cooling time $\geq 18$ years and an average burnup $\leq 30,000$ MWD/MTU (or MWD/MTIHM).                |
| ii. Array/Class 8x8F  | Cooling time $\geq 10$ years and an average burnup $\leq 27,500$ MWD/MTU.                               |
| iii. Array/Class 10x10D and 10x10E                                | Cooling time $\geq 10$ years and an average burnup $\leq 22,500$ MWD/MTU.                               |
| iv. All Other Array/Classes                                       | As specified in Section 2.4.  |

Table 2.1-1 (page 30 of 39)  
Fuel Assembly Limits

VI. MPC MODEL: MPC-68FF (continued)

A. Allowable Contents (continued)

e. Decay Heat Per Assembly

- i. Array/Class 6x6A, 6x6B, 6x6C, 7x7A, or 8x8A  $\leq$  115 Watts
- ii. Array/Class 8x8F  $\leq$  183.5 Watts
- iii. Array/Classes 10x10D and 10x10E  $\leq$  95 Watts
- iv. All Other Array/Classes As specified in Section 2.4.

f. Fuel Assembly Length

- i. Array/Class 6x6A, 6x6B, 6x6C, 7x7A, or 8x8A  $\leq$  135.0 inches (nominal design)
- ii. All Other Array/Classes  $\leq$  176.5 inches (nominal design)

g. Fuel Assembly Width

- i. Array/Class 6x6A, 6x6B, 6x6C, 7x7A, or 8x8A  $\leq$  4.70 inches (nominal design)
- ii. All Other Array/Classes  $\leq$  5.85 inches (nominal design)

h. Fuel Assembly Weight

- i. Array/Class 6x6A, 6x6B, 6x6C, 7x7A, or 8x8A  $\leq$  550 lbs, including channels and DFC
- ii. All Other Array/Classes  $\leq$  700 lbs, including channels and DFC

Table 2.1-1 (page 31 of 39)  
Fuel Assembly limits

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VI. MPC MODEL: MPC-68FF (continued)

B. Quantity per MPC (up to a total of 68 assemblies)

1. For fuel assembly array/classes 6x6A, 6X6B, 6x6C, 7x7A, or 8x8A, up to 68 BWR INTACT FUEL ASSEMBLIES and/or DAMAGED FUEL ASSEMBLIES. Up to eight (8) DFCs containing FUEL DEBRIS from these array/classes may be stored.
2. For all other array/classes, up to sixteen (16) DFCs containing BWR DAMAGED FUEL ASSEMBLIES and/or up to eight (8) DFCs containing FUEL DEBRIS. DFCs shall be located only in fuel storage locations 1, 2, 3, 8, 9, 16, 25, 34, 35, 44, 53, 60, 61, 66, 67, and/or 68. The remaining MPC-68FF fuel storage locations may be filled with fuel assemblies of the following type:
  - i. Uranium Oxide BWR INTACT FUEL ASSEMBLIES; or
  - ii. MOX BWR INTACT FUEL ASSEMBLIES.

C. Dresden Unit 1 fuel assemblies with one Antimony-Beryllium neutron source are authorized for loading in the MPC-68FF. The Antimony-Beryllium source material shall be in a water rod location.

D. Array/Class 10x10D and 10x10E fuel assemblies in stainless steel channels must be stored in fuel storage locations 19 - 22, 28 - 31, 38 -41, and/or 47 - 50.

Table 2.1-1 (page 32 of 39)  
Fuel Assembly Limits

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VII. MPC MODEL: MPC-24EF

A. Allowable Contents

1. Uranium oxide, PWR INTACT FUEL ASSEMBLIES listed in Table 2.1-2, with or without NON-FUEL HARDWARE and meeting the following specifications (Note 1):

- |   |   |
|---|---|
| a. Cladding Type:   | ZR or Stainless Steel (SS) as specified in Table 2.1-2 for the applicable fuel assembly array/class |
| b. Initial Enrichment:  | As specified in Table 2.1-2 for the applicable fuel assembly array/class.                           |
| c. Post-irradiation Cooling Time and Average Burnup Per Assembly: |   |
| i. Array/Classes 14x14D and 15x15G                                | Cooling time $\geq$ 8 years and an average burnup $\leq$ 40,000 MWD/MTU.                            |
| ii. All Other Array/Classes                                       | As specified in Section 2.4.  |
| iii. NON-FUEL HARDWARE  | As specified in Table 2.1-8.  |

Table 2.1-1 (page 33 of 39)  
Fuel Assembly Limits

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VII. MPC MODEL: MPC-24EF (continued)

A. Allowable Contents (continued)

- d. Decay Heat Per Fuel Storage Location:
  - i. Array/Classes 14x14D and 15x15G  $\leq 710$  Watts.
  - ii. All other Array/Classes As specified in Section 2.4.
- e. Fuel Assembly Length:  $\leq 176.8$  inches (nominal design)
- f. Fuel Assembly Width:  $\leq 8.54$  inches (nominal design)
- g. Fuel Assembly Weight:  $\leq 1,680$  lbs (including NON-FUEL HARDWARE)

Table 2.1-1 (page 34 of 39)  
Fuel Assembly Limits

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VII. MPC MODEL: MPC-24EF (continued)

A. Allowable Contents (continued)

2. Uranium oxide, PWR DAMAGED FUEL ASSEMBLIES and FUEL DEBRIS, with or without NON-FUEL HARDWARE, placed in DAMAGED FUEL CONTAINERS. Uranium oxide PWR DAMAGED FUEL ASSEMBLIES and FUEL DEBRIS shall meet the criteria specified in Table 2.1-2 and meet the following specifications (Note 1):

- |   |   |
|---|---|
| a. Cladding Type:   | ZR or Stainless Steel (SS) as specified in Table 2.1-2 for the applicable fuel assembly array/class |
| b. Initial Enrichment:  | As specified in Table 2.1-2 for the applicable fuel assembly array/class.                           |
| c. Post-irradiation Cooling Time and Average Burnup Per Assembly: |   |
| i. Array/Classes 14x14D and 15x15G                                | Cooling time $\geq$ 8 years and an average burnup $\leq$ 40,000 MWD/MTU.                            |
| ii. All Other Array/Classes                                       | As specified in Section 2.4.  |
| iii. NON-FUEL HARDWARE  | As specified in Table 2.1-8.  |

Table 2.1-1 (page 35 of 39)  
Fuel Assembly Limits

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VII. MPC MODEL: MPC-24EF (continued)

A. Allowable Contents (continued)

- d. Decay Heat Per Fuel Storage Location:
  - i. Array/Classes 14x14D and 15x15G < 710 Watts.
  - ii. All Other Array/Classes As specified in Section 2.4.
- e. Fuel Assembly Length  $\leq$  176.8 inches (nominal design)
- f. Fuel Assembly Width  $\leq$  8.54 inches (nominal design)
- g. Fuel Assembly Weight  $\leq$  1,680 lbs (including NON-FUEL HARDWARE and DFC)

B. Quantity per MPC: Up to four (4) DAMAGED FUEL ASSEMBLIES and/or FUEL DEBRIS in DAMAGED FUEL CONTAINERS, stored in fuel storage locations 3, 6, 19 and/or 22. The remaining MPC-24EF fuel storage locations may be filled with PWR INTACT FUEL ASSEMBLIES meeting the applicable specifications.

C. One NSA is permitted for loading in the MPC-24EF.

Note 1: Fuel assemblies containing BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, or vibration suppressor inserts may be stored in any fuel storage location. Fuel assemblies containing CRAs, RCCAs, CEAs, APSRs or NSAs may only be loaded in fuel storage locations 9, 10, 15, and/or 16. These requirements are in addition to any other requirements specified for uniform or regionalized fuel loading.

Table 2.1-1 (page 36 of 39)  
Fuel Assembly Limits

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VIII. MPC MODEL: MPC-32F

A. Allowable Contents

1. Uranium oxide, PWR INTACT FUEL ASSEMBLIES listed in Table 2.1-2, with or without NON-FUEL HARDWARE and meeting the following specifications (Note 1):

- a. Cladding Type: ZR or Stainless Steel (SS) as specified in Table 2.1-2 for the applicable fuel assembly array/class
- b. Initial Enrichment: As specified in Table 2.1-2 for the applicable fuel assembly array/class.
- c. Post-irradiation Cooling Time and Average Burnup Per Assembly:
  - i. Array/Classes 14x14D and 15x15G Cooling time  $\geq 9$  years and an average burnup  $\leq 30,000$  MWD/MTU or cooling time  $\geq 20$  years and an average burnup  $\leq 40,000$  MWD/MTU.
  - ii. Array/Class 14x14E Cooling time  $\geq 30$  years.  
An average burnup  $\leq 30,000$  MWD/MTU with an enrichment  $\geq 3.5$  wt. %  $^{235}\text{U}$  or, an average burnup  $\leq 10,000$  MWD/MTU with an enrichment  $\geq 2.7$  wt. %  $^{235}\text{U}$  and  $< 3.5$  wt. %  $^{235}\text{U}$ .
  - iii. All Other Array/Classes As specified in Section 2.4.
  - iv. NON-FUEL HARDWARE As specified in Table 2.1-8.

Table 2.1-1 (page 37 of 39)  
Fuel Assembly Limits

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VIII. MPC MODEL: MPC-32F (cont'd)

A. Allowable Contents (cont'd)

d. Decay Heat Per Fuel  
Storage Location:

i. Array/Classes 14x14D and 15x15G  $\leq$  500 Watts.

ii. Array/Class 14x14E  $\leq$  250 Watts

iii. All Other Array/Classes As specified in Section 2.4.

e. Fuel Assembly Length  $\leq$  176.8 inches (nominal design)

f. Fuel Assembly Width  $\leq$  8.54 inches (nominal design)

g. Fuel Assembly Weight  $\leq$  1,680 lbs (including NON-FUEL  
HARDWARE)

Table 2.1-1 (page 38 of 39)  
Fuel Assembly Limits

VIII. MPC MODEL: MPC-32F (cont'd)

A. Allowable Contents (cont'd)

2. Uranium oxide, PWR DAMAGED FUEL ASSEMBLIES and FUEL DEBRIS, with or without NON-FUEL HARDWARE, placed in DAMAGED FUEL CONTAINERS. Uranium oxide PWR DAMAGED FUEL ASSEMBLIES and FUEL DEBRIS shall meet the criteria specified in Table 2.1-2 and meet the following specifications (Note 1):

- |   |   |
|---|---|
| a. Cladding Type:   | ZR or Stainless Steel (SS) as specified in Table 2.1-2 for the applicable fuel assembly array/class   |
| b. Initial Enrichment:  | As specified in Table 2.1-2 for the applicable fuel assembly array/class.   |
| c. Post-irradiation Cooling Time and Average Burnup Per Assembly: |   |
| i. Array/Classes 14x14D and 15x15G                                | Cooling time $\geq 9$ years and an average burnup $\leq 30,000$ MWD/MTU or cooling time $\geq 20$ years and an average burnup $\leq 40,000$ MWD/MTU.  |
| ii. Array/Class 14x14E  | Cooling time $\geq 30$ years.<br>An average burnup $\leq 30,000$ MWD/MTU with an enrichment $\geq 3.5$ wt. % $^{235}\text{U}$ or, an average burnup $\leq 10,000$ MWD/MTU with an enrichment $\geq 2.7$ wt. % $^{235}\text{U}$ and $< 3.5$ wt. % $^{235}\text{U}$ . |
| iii. All Other Array/Classes                                      | As specified in Section 2.4.  |
| iv. NON-FUEL HARDWARE   | As specified in Table 2.1-8.  |

Table 2.1-1 (page 39 of 39)  
Fuel Assembly Limits

VIII. MPC MODEL: MPC-32F (cont'd)

A. Allowable Contents (cont'd)

d. Decay Heat Per Fuel Storage Location:

- i. Array/Classes 14x14D and 15x15G  $\leq$  500 Watts.
- ii. Array/Class 14x14E  $\leq$  250 Watts
- iii. All Other Array/Classes As specified in Section 2.3.
- e. Fuel Assembly Length  $\leq$  176.8 inches (nominal design)
- f. Fuel Assembly Width  $\leq$  8.54 inches (nominal design)
- g. Fuel Assembly Weight  $\leq$  1,680 lbs (including NON-FUEL HARDWARE and DFC)

B. Quantity per MPC: With the exception of array/class 14x14E, up to eight (8) DAMAGED FUEL ASSEMBLIES and/or FUEL DEBRIS in DAMAGED FUEL CONTAINERS, stored in fuel storage locations 1, 4, 5, 10, 23, 28, 29, and/or 32. The remaining MPC-32F fuel storage locations may be filled with PWR INTACT FUEL ASSEMBLIES meeting the applicable specifications. For array/class 14x14E, up to 32 INTACT FUEL ASSEMBLIES and/or DAMAGED FUEL ASSEMBLIES stored in DAMAGED FUEL CONTAINERS. FUEL DEBRIS from array/class 14x14E is not authorized for loading in the MPC-32F.

C. With the exception of array/class 14x14E, one NSA is permitted for loading in the MPC-32F. For array/class 14x14E, Indian Point Unit 1, fuel assemblies may contain an antimony beryllium secondary source assembly. Up to 32 Indian Point Unit 1 secondary source assemblies may be stored in the MPC-32F. Other NON-FUEL HARDWARE is not permitted to be stored with array/class 14x14E.

Note 1: Fuel assemblies containing BPRAs, TPDs, WABAs, water displacement guide tube plugs, orifice rod assemblies, or vibration suppressor inserts may be stored in any fuel storage location. Fuel assemblies containing CRAs, RCCAs, CEAs, APSRs or NSAs may only be loaded in fuel storage locations 13, 14, 19 and/or 20. These requirements are in addition to any other requirements specified for uniform or regionalized fuel loading.

Table 2.1-2 (page 1 of 4)  
PWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array/Class	14x14A	14x14B	14x14C	14x14D	14x14E
Clad Material	ZR	ZR	ZR	SS	SS
Design Initial U (kg/assy.) (Note 3)	≤ 365	≤ 412	≤ 438	≤ 400	≤ 206
Initial Enrichment (MPC-24, 24E and 24EF without soluble boron credit) (wt % <sup>235</sup> U) (Note 7)	≤ 4.6 (24)	≤ 4.6 (24)	≤ 4.6 (24)	≤ 4.0 (24)	N/A
	≤ 5.0 (24E/24EF)	≤ 5.0 (24E/24EF)	≤ 5.0 (24E/24EF)	≤ 5.0 (24E/24EF)	N/A
Initial Enrichment (MPC-24, 24E, 24EF, 32, or 32F with soluble boron credit - see Note 5) (wt % <sup>235</sup> U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 4.5 (MPC-32/32F only, Note 9)
No. of Fuel Rod Locations	179	179	176	180	173
Fuel Rod Clad O.D. (in.)	≥ 0.400	≥ 0.417	≥ 0.440	≥ 0.422	≥ 0.3415
Fuel Rod Clad I.D. (in.)	≤ 0.3514	≤ 0.3734	≤ 0.3880	≤ 0.3890	≤ 0.3175
Fuel Pellet Dia. (in.) (Note 8)	≤ 0.3444	≤ 0.3659	≤ 0.3805	≤ 0.3835	≤ 0.3130
Fuel Rod Pitch (in.)	≤ 0.556	≤ 0.556	≤ 0.580	≤ 0.556	Note 6
Active Fuel Length (in.)	≤ 150	≤ 150	≤ 150	≤ 144	≤ 102
No. of Guide and/or Instrument Tubes	17	17	5 (Note 4)	16	0
Guide/Instrument Tube Thickness (in.)	≥ 0.017	≥ 0.017	≥ 0.038	≥ 0.0145	N/A

Table 2.1-2 (page 2 of 4)  
PWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array/Class	15x15A	15x15B	15x15C	15x15D	15x15E	15x15F
Clad Material	ZR	ZR	ZR	ZR	ZR	ZR
Design Initial U (kg/assy.) (Note 3)	≤ 473	≤ 473	≤ 473	≤ 495	≤ 495	≤ 495
Initial Enrichment (MPC-24, 24E and 24EF without soluble boron credit) (wt % <sup>235</sup> U) (Note 7)	≤ 4.1 (24) ≤ 4.5 (24E/24EF)					
Initial Enrichment (MPC-24, 24E, 24EF, 32, or 32F with soluble boron credit - see Note 5) (wt % <sup>235</sup> U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0
No. of Fuel Rod Locations	204	204	204	208	208	208
Fuel Rod Clad O.D. (in.)	≥ 0.418	≥ 0.420	≥ 0.417	≥ 0.430	≥ 0.428	≥ 0.428
Fuel Rod Clad I.D. (in.)	≤ 0.3660	≤ 0.3736	≤ 0.3640	≤ 0.3800	≤ 0.3790	≤ 0.3820
Fuel Pellet Dia. (in.) (Note 8)	≤ 0.3580	≤ 0.3671	≤ 0.3570	≤ 0.3735	≤ 0.3707	≤ 0.3742
Fuel Rod Pitch (in.)	≤ 0.550	≤ 0.563	≤ 0.563	≤ 0.568	≤ 0.568	≤ 0.568
Active Fuel Length (in.)	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150
No. of Guide and/or Instrument Tubes	21	21	21	17	17	17
Guide/Instrument Tube Thickness (in.)	≥ 0.0165	≥ 0.015	≥ 0.0165	≥ 0.0150	≥ 0.0140	≥ 0.0140

Table 2.1-2 (page 3 of 4)  
PWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array/ Class	15x15G	15x15H	16x16A	17x17A	17x17B	17x17C
Clad Material	SS	ZR	ZR	ZR	ZR	ZR
Design Initial U (kg/assy.) (Note 3)	≤ 420	≤ 495	≤ 448	≤ 433	≤ 474	≤ 480
Initial Enrichment (MPC-24, 24E, and 24EF without soluble boron credit) (wt % <sup>235</sup> U) (Note 7)	≤ 4.0 (24) ≤ 4.5 (24E/24EF)	≤ 3.8 (24) ≤ 4.2 (24E/24EF)	≤ 4.6 (24) ≤ 5.0 (24E/24EF)	≤ 4.0 (24) ≤ 4.4 (24E/24EF)	≤ 4.0 (24) ≤ 4.4 (24E/24EF)	≤ 4.0 (24) ≤ 4.4 (24E/24EF)
Initial Enrichment (MPC-24, 24E, 24EF, 32, or 32F with soluble boron credit - see Note 5) (wt % <sup>235</sup> U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0
No. of Fuel Rod Locations	204	208	236	264	264	264
Fuel Rod Clad O.D. (in.)	≥ 0.422	≥ 0.414	≥ 0.382	≥ 0.360	≥ 0.372	≥ 0.377
Fuel Rod Clad I.D. (in.)	≤ 0.3890	≤ 0.3700	≤ 0.3320	≤ 0.3150	≤ 0.3310	≤ 0.3330
Fuel Pellet Dia. (in.) (Note 8)	≤ 0.3825	≤ 0.3622	≤ 0.3255	≤ 0.3088	≤ 0.3232	≤ 0.3252
Fuel Rod Pitch (in.)	≤ 0.563	≤ 0.568	≤ 0.506	≤ 0.496	≤ 0.496	≤ 0.502
Active Fuel Length (in.)	≤ 144	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150
No. of Guide and/or Instrument Tubes	21	17	5 (Note 4)	25	25	25
Guide/Instrument Tube Thickness (in.)	≥ 0.0145	≥ 0.0140	≥ 0.0400	≥ 0.016	≥ 0.014	≥ 0.020

Table 2.1-2 (page 4 of 4)  
PWR FUEL ASSEMBLY CHARACTERISTICS

Notes:

1. All dimensions are design nominal values. Maximum and minimum dimensions are specified to bound variations in design nominal values among fuel assemblies within a given array/class.
2. Deleted.
3. Design initial uranium weight is the nominal uranium weight specified for each assembly by the fuel manufacturer or reactor user. For each PWR fuel assembly, the total uranium weight limit specified in this table may be increased up to 2.0 percent for comparison with users' fuel records to account for manufacturer's tolerances.
4. Each guide tube replaces four fuel rods.
5. Soluble boron concentration per LCO 3.3.1.
6. This fuel assembly array/class includes only the Indian Point Unit 1 fuel assembly. This fuel assembly has two pitches in different sectors of the assembly. These pitches are 0.441 inches and 0.453 inches.
7. For those MPCs loaded with both INTACT FUEL ASSEMBLIES and DAMAGED FUEL ASSEMBLIES or FUEL DEBRIS, the maximum initial enrichment of the INTACT FUEL ASSEMBLIES, DAMAGED FUEL ASSEMBLIES and FUEL DEBRIS is 4.0 wt.% <sup>235</sup>U.
8. Annular fuel pellets are allowed in the top and bottom 12" of the active fuel length.
9. This fuel assembly array/class includes only the Indian Point Unit 1 fuel assembly. This assembly class has been analyzed in all PWR MPCs, however, it is only to be loaded in the MPC-32/32F.

Table 2.1-3 (page 1 of 5)  
BWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array/Class	6x6A	6x6B	6x6C	7x7A	7x7B	8x8A
Clad Material	ZR	ZR	ZR	ZR	ZR	ZR
Design Initial U (kg/assy.) (Note 3)	≤ 110	≤ 110	≤ 110	≤ 100	≤ 198	≤ 120
Maximum PLANAR-AVERAGE INITIAL ENRICHMENT (wt.% <sup>235</sup> U) (Note 14)	≤ 2.7	≤ 2.7 for the UO <sub>2</sub> rods. See Note 4 for MOX rods	≤ 2.7	≤ 2.7	≤ 4.2	≤ 2.7
Initial Maximum Rod Enrichment (wt.% <sup>235</sup> U)	≤ 4.0	≤ 4.0	≤ 4.0	≤ 5.5	≤ 5.0	≤ 4.0
No. of Fuel Rod Locations	35 or 36	35 or 36 (up to 9 MOX rods)	36	49	49	63 or 64
Fuel Rod Clad O.D. (in.)	≥ 0.5550	≥ 0.5625	≥ 0.5630	≥ 0.4860	≥ 0.5630	≥ 0.4120
Fuel Rod Clad I.D. (in.)	≤ 0.5105	≤ 0.4945	≤ 0.4990	≤ 0.4204	≤ 0.4990	≤ 0.3620
Fuel Pellet Dia. (in.)	≤ 0.4980	≤ 0.4820	≤ 0.4880	≤ 0.4110	≤ 0.4910	≤ 0.3580
Fuel Rod Pitch (in.)	≤ 0.710	≤ 0.710	≤ 0.740	≤ 0.631	≤ 0.738	≤ 0.523
Active Fuel Length (in.)	≤ 120	≤ 120	≤ 77.5	≤ 80	≤ 150	≤ 120
No. of Water Rods (Note 11)	1 or 0	1 or 0	0	0	0	1 or 0
Water Rod Thickness (in.)	> 0	> 0	N/A	N/A	N/A	≥ 0
Channel Thickness (in.)	≤ 0.060	≤ 0.060	≤ 0.060	≤ 0.060	≤ 0.120	≤ 0.100

Table 2.1-3 (2 of 5)  
BWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array/Class	8x8B	8x8C	8x8D	8x8E	8x8F	9x9A
Clad Material	ZR	ZR	ZR	ZR	ZR	ZR
Design Initial U (kg/assy.) (Note 3)	≤ 192	≤ 190	≤ 190	< 190	≤ 191	≤ 180
Maximum PLANAR-AVERAGE INITIAL ENRICHMENT (wt.% <sup>235</sup> U) (Note 14)	≤ 4.2	≤ 4.2	≤ 4.2	≤ 4.2	≤ 4.0	≤ 4.2
Initial Maximum Rod Enrichment (wt.% <sup>235</sup> U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0
No. of Fuel Rod Locations	63 or 64	62	60 or 61	59	64	74/66 (Note 5)
Fuel Rod Clad O.D. (in.)	≥ 0.4840	≥ 0.4830	≥ 0.4830	≥ 0.4930	≥ 0.4576	≥ 0.4400
Fuel Rod Clad I.D. (in.)	≤ 0.4295	≤ 0.4250	≤ 0.4230	≤ 0.4250	≤ 0.3996	≤ 0.3840
Fuel Pellet Dia. (in.)	≤ 0.4195	≤ 0.4160	≤ 0.4140	≤ 0.4160	≤ 0.3913	≤ 0.3760
Fuel Rod Pitch (in.)	≤ 0.642	≤ 0.641	≤ 0.640	≤ 0.640	≤ 0.609	≤ 0.566
Design Active Fuel Length (in.)	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150
No. of Water Rods (Note 11)	1 or 0	2	1 - 4 (Note 7)	5	N/A (Note 12)	2
Water Rod Thickness (in.)	≥ 0.034	> 0.00	> 0.00	≥ 0.034	≥ 0.0315	> 0.00
Channel Thickness (in.)	≤ 0.120	≤ 0.120	≤ 0.120	≤ 0.100	≤ 0.055	≤ 0.120

Table 2.1-3 (page 3 of 5)  
BWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array/Class	9x9B	9x9C	9x9D	9x9E (Note 13)	9x9F (Note 13)	9x9G
Clad Material	ZR	ZR	ZR	ZR	ZR	ZR
Design Initial U (kg/assy.) (Note 3)	≤ 180	≤ 182	≤ 182	≤ 183	≤ 183	≤ 164
Maximum PLANAR-AVERAGE INITIAL ENRICHMENT (wt.% <sup>235</sup> U) (Note 14)	≤ 4.2	≤ 4.2	≤ 4.2	≤ 4.0	≤ 4.0	≤ 4.2
Initial Maximum Rod Enrichment (wt.% <sup>235</sup> U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0
No. of Fuel Rod Locations	72	80	79	76	76	72
Fuel Rod Clad O.D. (in.)	≥ 0.4330	≥ 0.4230	≥ 0.4240	≥ 0.4170	≥ 0.4430	≥ 0.4240
Fuel Rod Clad I.D. (in.)	≤ 0.3810	≤ 0.3640	≤ 0.3640	≤ 0.3640	≤ 0.3860	≤ 0.3640
Fuel Pellet Dia. (in.)	≤ 0.3740	≤ 0.3565	≤ 0.3565	≤ 0.3530	≤ 0.3745	≤ 0.3565
Fuel Rod Pitch (in.)	≤ 0.572	≤ 0.572	≤ 0.572	≤ 0.572	≤ 0.572	≤ 0.572
Design Active Fuel Length (in.)	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150	≤ 150
No. of Water Rods (Note 11)	1 (Note 6)	1	2	5	5	1 (Note 6)
Water Rod Thickness (in.)	> 0.00	≥ 0.020	≥ 0.0300	≥ 0.0120	≥ 0.0120	≥ 0.0320
Channel Thickness (in.)	≤ 0.120	≤ 0.100	≤ 0.100	≤ 0.120	≤ 0.120	≤ 0.120

Table 2.1-3 (page 4 of 5)  
BWR FUEL ASSEMBLY CHARACTERISTICS (Note 1)

Fuel Assembly Array/Class	10x10A	10x10B	10x10C	10x10D	10x10E
Clad Material	ZR	ZR	ZR	SS	SS
Design Initial U (kg/assy.) (Note 3)	≤ 188	≤ 188	≤ 179	≤ 125	≤ 125
Maximum PLANAR-AVERAGE INITIAL ENRICHMENT (wt.% <sup>235</sup> U) (Note 14)	≤ 4.2	≤ 4.2	≤ 4.2	≤ 4.0	≤ 4.0
Initial Maximum Rod Enrichment (wt.% <sup>235</sup> U)	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0	≤ 5.0
No. of Fuel Rod Locations	92/78 (Note 8)	91/83 (Note 9)	96	100	96
Fuel Rod Clad O.D. (in.)	≥ 0.4040	≥ 0.3957	≥ 0.3780	≥ 0.3960	≥ 0.3940
Fuel Rod Clad I.D. (in.)	≤ 0.3520	≤ 0.3480	≤ 0.3294	≤ 0.3560	≤ 0.3500
Fuel Pellet Dia. (in.)	≤ 0.3455	≤ 0.3420	≤ 0.3224	≤ 0.3500	≤ 0.3430
Fuel Rod Pitch (in.)	≤ 0.510	≤ 0.510	≤ 0.488	≤ 0.565	≤ 0.557
Design Active Fuel Length (in.)	≤ 150	≤ 150	≤ 150	≤ 83	≤ 83
No. of Water Rods (Note 11)	2	1 (Note 6)	5 (Note 10)	0	4
Water Rod Thickness (in.)	≥ 0.0300	> 0.00	≥ 0.031	N/A	≥ 0.022
Channel Thickness (in.)	≤ 0.120	≤ 0.120	≤ 0.055	≤ 0.080	≤ 0.080

Table 2.1-3 (page 5 of 5)  
BWR FUEL ASSEMBLY CHARACTERISTICS

Notes:

1. All dimensions are design nominal values. Maximum and minimum dimensions are specified to bound variations in design nominal values among fuel assemblies within a given array/class.
2. Deleted.
3. Design initial uranium weight is the nominal uranium weight specified for each assembly by the fuel manufacturer or reactor user. For each BWR fuel assembly, the total uranium weight limit specified in this table may be increased up to 1.5 percent for comparison with users' fuel records to account for manufacturer tolerances.
4.  $\leq 0.635$  wt. %  $^{235}\text{U}$  and  $\leq 1.578$  wt. % total fissile plutonium ( $^{239}\text{Pu}$  and  $^{241}\text{Pu}$ ), (wt. % of total fuel weight, i.e.,  $\text{UO}_2$  plus  $\text{PuO}_2$ ).
5. This assembly class contains 74 total rods; 66 full length rods and 8 partial length rods.
6. Square, replacing nine fuel rods.
7. Variable.
8. This assembly contains 92 total fuel rods; 78 full length rods and 14 partial length rods.
9. This assembly class contains 91 total fuel rods; 83 full length rods and 8 partial length rods.
10. One diamond-shaped water rod replacing the four center fuel rods and four rectangular water rods dividing the assembly into four quadrants.
11. These rods may also be sealed at both ends and contain Zr material in lieu of water.
12. This assembly is known as "QUAD+." It has four rectangular water cross segments dividing the assembly into four quadrants.
13. For the SPC 9x9-5 fuel assembly, each fuel rod must meet either the 9x9E or the 9x9F set of limits for clad O.D., clad I.D., and pellet diameter.
14. For those MPCs loaded with both INTACT FUEL ASSEMBLIES and DAMAGED FUEL ASSEMBLIES or FUEL DEBRIS, the maximum PLANAR AVERAGE INITIAL ENRICHMENT for the INTACT FUEL ASSEMBLIES is limited to 3.7 wt.%  $^{235}\text{U}$ , as applicable.

Table 2.1-4

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Table 2.1-5

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Table 2.1-6 (page 1 of 2)

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Table 2.1-6 (page 2 of 2)

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Table 2.1-7 (page 1 of 2)

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Table 2.1-7 (page 2 of 2)

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Table 2.1-8  
NON-FUEL HARDWARE COOLING AND AVERAGE BURNUP (Notes 1, 2, and 3)

Post-irradiation Cooling Time (years)	INSERTS (Note 4) BURNUP (MWD/MTU)	NSA or GUIDE TUBE HARDWARE (Note 5) BURNUP (MWD/MTU)	CONTROL COMPONENT (Note 6) BURNUP (MWD/MTU)	APSR BURNUP (MWD/MTU)
≥ 3	≤ 24,635	NA (Note 7)	NA	NA
≥ 4	≤ 30,000	≤ 20,000	NA	NA
≥ 5	≤ 36,748	≤ 25,000	≤ 630,000	≤ 45,000
≥ 6	≤ 44,102	≤ 30,000	-	≤ 54,500
≥ 7	≤ 52,900	≤ 40,000	-	≤ 68,000
≥ 8	≤ 60,000	≤ 45,000	-	≤ 83,000
≥ 9	-	≤ 50,000	-	≤ 111,000
≥ 10	-	≤ 60,000	-	≤ 180,000
≥ 11	-	≤ 75,000	-	≤ 630,000
≥ 12	-	≤ 90,000	-	-
≥ 13	-	≤ 180,000	-	-
≥ 14	-	≤ 630,000	-	-

- Notes:
1. Burnups for NON-FUEL HARDWARE are to be determined based on the burnup and uranium mass of the fuel assemblies in which the component was inserted during reactor operation.
  2. Linear interpolation between points is permitted, except that NSA or Guide Tube Hardware and APSR burnups > 180,000 MWD/MTU and ≤ 630,000 MWD/MTU must be cooled ≥ 14 years and ≥ 11 years, respectively.
  3. Applicable to uniform loading and regionalized loading.
  4. Includes Burnable Poison Rod Assemblies (BPRAs), Wet Annular Burnable Absorbers (WABAs), and vibration suppressor inserts..
  5. Includes Thimble Plug Devices (TPDs), water displacement guide tube plugs, and orifice rod assemblies.
  6. Includes Control Rod Assemblies (CRAs), Control Element Assemblies (CEAs), and Rod Cluster Control Assemblies (RCCAs).
  7. NA means not authorized for loading at this cooling time.

2.4 Decay Heat, Burnup, and Cooling Time Limits for ZR-Clad Fuel

This section provides the limits on ZR-clad fuel assembly decay heat, burnup, and cooling time for storage in the HI-STORM 100 System. A detailed discussion of how to calculate the limits and verify compliance, including examples, is provided in Chapter 12 of the HI-STORM 100 FSAR.

2.4.1 Uniform Fuel Loading Decay Heat Limits for ZR-clad fuel

Table 2.4-1 provides the maximum allowable decay heat per fuel storage location for ZR-clad fuel in uniform fuel loading for each MPC model.

Table 2.4-1

Maximum Allowable Decay Heat per Fuel Storage Location  
(Uniform Loading, ZR-Clad)

<b>MPC Model</b>	<b>Decay Heat per Fuel Storage Location (kW)</b>
Intact Fuel Assemblies	
MPC-24	$\leq 1.157$
MPC-24E/24EF	$\leq 1.173$
MPC-32/32F	$\leq 0.898$
MPC-68/68FF	$\leq 0.414$
Damaged Fuel Assemblies and Fuel Debris	
MPC-24	$\leq 1.099$
MPC-24E/24EF	$\leq 1.114$
MPC-32/32F	$\leq 0.718$
MPC-68/68FF	$\leq 0.393$

2.4.2 Regionalized Fuel Loading Decay Heat Limits for ZR-Clad Fuel

Table 2.4-2 provides the maximum allowable decay heat per fuel storage location for ZR-clad fuel in regionalized loading for each MPC model.

2.4.2 Regionalized Fuel Loading Decay Heat Limits for ZR-Clad Fuel (cont'd)

Table 2.4-2

Fuel Storage Regions and Maximum Decay Heat per MPC

MPC Model	Number of Fuel Storage Locations in Inner and Outer Regions	Inner Region Maximum Decay Heat per Assembly (kW)	Outer Region Maximum Decay Heat per Assembly (kW)
MPC-24	4 and 20	1.470	0.900
MPC-24E/24EF	4 and 20	1.540	0.900
MPC-32/32F	12 and 20	1.131	0.600
MPC-68/68FF	32 and 36	0.500	0.275

2.4.3 Burnup Limits as a Function of Cooling Time for ZR-Clad Fuel

The maximum allowable fuel assembly average burnup varies with the following parameters:

- Minimum fuel assembly cooling time
- Maximum fuel assembly decay heat
- Minimum fuel assembly average enrichment

The maximum allowable ZR-clad fuel assembly average burnup for a given MINIMUM ENRICHMENT is calculated as described below for minimum cooling times between 3 and 20 years using the maximum permissible decay heat determined in Section 2.4.1 or 2.4.2. Different fuel assembly average burnup limits may be calculated for different minimum enrichments (by individual fuel assembly) for use in choosing the fuel assemblies to be loaded into a given MPC.

2.4.3.1 Choose a fuel assembly minimum enrichment,  $E_{235}$ .

2.4.3.2 Calculate the maximum allowable fuel assembly average burnup for a minimum cooling time between 3 and 20 years using the equation below.

$$Bu = (A \times q) + (B \times q^2) + (C \times q^3) + [D \times (E_{235})^2] + (E \times q \times E_{235}) + (F \times q^2 \times E_{235}) + G$$

Equation 2.4.3

Where:

Bu = Maximum allowable average burnup per fuel assembly (MWD/MTU)

2.4.3 Burnup Limits as a Function of Cooling Time for ZR-Clad Fuel (cont'd)

$q$  = Maximum allowable decay heat per fuel storage location determined in Section 2.4.1 or 2.4.2 (kW)

$E_{235}$  = Minimum fuel assembly average enrichment (wt. %  $^{235}\text{U}$ )  
(e.g., for 4.05 wt.%, use 4.05)

A through G = Coefficients from Tables 2.4-3 and 2.4-4 for the applicable fuel assembly array/class and minimum cooling time

- 2.4.3.3 Calculated burnup limits shall be rounded down to the nearest integer.
  - 2.4.3.4 Calculated burnup limits greater than 68,200 MWD/MTU for PWR fuel and 65,000 MWD/MTU for BWR must be reduced to be equal to these values.
  - 2.4.3.5 Linear interpolation of calculated burnups between cooling times for a given fuel assembly maximum decay heat and minimum enrichment is permitted. For example, the allowable burnup for a cooling time of 4.5 years may be interpolated between those burnups calculated for 4 year and 5 years.
  - 2.4.3.6 Each ZR-clad fuel assembly to be stored must have a MINIMUM ENRICHMENT greater than or equal to the value used in Step 2.4.3.2.
- 2.4.4 When complying with the maximum fuel storage location decay heat limits, users must account for the decay heat from both the fuel assembly and any NON-FUEL HARDWARE, as applicable for the particular fuel storage location, to ensure the decay heat emitted by all contents in a storage location does not exceed the limit.

Table 2.4-3 (Page 1 of 8)

PWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 14x14A						
	A	B	C	D	E	F	G
≥ 3	20277.1	303.592	-68.329	-139.41	2993.67	-498.159	-615.411
≥ 4	35560.1	-6034.67	985.415	-132.734	3578.92	-723.721	-609.84
≥ 5	48917.9	-14499.5	2976.09	-150.707	4072.55	-892.691	-54.8362
≥ 6	59110.3	-22507	5255.61	-177.017	4517.03	-1024.01	613.36
≥ 7	67595.6	-30158.1	7746.6	-200.128	4898.71	-1123.21	716.004
≥ 8	74424.9	-36871.1	10169.4	-218.676	5203.64	-1190.24	741.163
≥ 9	81405.8	-44093.1	12910.8	-227.916	5405.34	-1223.27	250.224
≥ 10	86184.3	-49211.7	15063.4	-237.641	5607.96	-1266.21	134.435
≥ 11	92024.9	-55666.8	17779.6	-240.973	5732.25	-1282.12	-401.456
≥ 12	94775.8	-58559.7	19249.9	-246.369	5896.27	-1345.42	-295.435
≥ 13	100163	-64813.8	22045.1	-242.572	5861.86	-1261.66	-842.159
≥ 14	103971	-69171	24207	-242.651	5933.96	-1277.48	-1108.99
≥ 15	108919	-75171.1	27152.4	-243.154	6000.2	-1301.19	-1620.63
≥ 16	110622	-76715.2	28210.2	-240.235	6028.33	-1307.74	-1425.5
≥ 17	115582	-82929.7	31411.9	-235.234	5982.3	-1244.11	-1948.05
≥ 18	119195	-87323.5	33881.4	-233.28	6002.43	-1245.95	-2199.41
≥ 19	121882	-90270.6	35713.7	-231.873	6044.42	-1284.55	-2264.05
≥ 20	124649	-93573.5	37853.1	-230.22	6075.82	-1306.57	-2319.63

Table 2.4-3 (Page 2 of 8)

PWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 14x14B						
	A	B	C	D	E	F	G
≥ 3	18937.9	70.2997	-28.6224	-130.732	2572.36	-383.393	-858.17
≥ 4	32058.7	-4960.63	745.224	-125.978	3048.98	-551.656	-549.108
≥ 5	42626.3	-10804.1	1965.09	-139.722	3433.49	-676.643	321.88
≥ 6	51209.6	-16782.3	3490.45	-158.929	3751.01	-761.524	847.282
≥ 7	57829.9	-21982	5009.12	-180.026	4066.65	-846.272	1200.45
≥ 8	62758	-26055.3	6330.88	-196.804	4340.18	-928.336	1413.17
≥ 9	68161.4	-30827.6	7943.87	-204.454	4500.52	-966.347	1084.69
≥ 10	71996.8	-34224.3	9197.25	-210.433	4638.94	-1001.83	1016.38
≥ 11	75567.3	-37486.1	10466.9	-214.95	4759.55	-1040.85	848.169
≥ 12	79296.7	-40900.3	11799.6	-212.898	4794.13	-1040.51	576.242
≥ 13	82257.3	-43594	12935	-212.8	4845.81	-1056.01	410.807
≥ 14	83941.2	-44915.2	13641	-215.389	4953.19	-1121.71	552.724
≥ 15	87228.5	-48130	15056.9	-212.545	4951.12	-1112.5	260.194
≥ 16	90321.7	-50918.3	16285.5	-206.094	4923.36	-1106.35	-38.7487
≥ 17	92836.2	-53314.5	17481.7	-203.139	4924.61	-1109.32	-159.673
≥ 18	93872.8	-53721.4	17865.1	-202.573	4956.21	-1136.9	30.0594
≥ 19	96361.6	-56019.1	19075.9	-199.068	4954.59	-1156.07	-125.917
≥ 20	98647.5	-57795.1	19961.8	-191.502	4869.59	-1108.74	-217.603

Table 2.4-3 (Page 3 of 8)

PWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 14x14C						
	A	B	C	D	E	F	G
≥ 3	19176.9	192.012	-66.7595	-138.112	2666.73	-407.664	-1372.41
≥ 4	32040.3	-4731.4	651.014	-124.944	3012.63	-530.456	-890.059
≥ 5	43276.7	-11292.8	2009.76	-142.172	3313.91	-594.917	-200.195
≥ 6	51315.5	-16920.5	3414.76	-164.287	3610.77	-652.118	463.041
≥ 7	57594.7	-21897.6	4848.49	-189.606	3940.67	-729.367	781.46
≥ 8	63252.3	-26562.8	6273.01	-199.974	4088.41	-732.054	693.879
≥ 9	67657.5	-30350.9	7533.4	-211.77	4283.39	-772.916	588.456
≥ 10	71834.4	-34113.7	8857.32	-216.408	4383.45	-774.982	380.243
≥ 11	75464.1	-37382.1	10063	-218.813	4460.69	-776.665	160.668
≥ 12	77811.1	-39425.1	10934.3	-225.193	4604.68	-833.459	182.463
≥ 13	81438.3	-42785.4	12239.9	-220.943	4597.28	-803.32	-191.636
≥ 14	84222.1	-45291.6	13287.9	-218.366	4608.13	-791.655	-354.59
≥ 15	86700.1	-47582.6	14331.2	-218.206	4655.34	-807.366	-487.316
≥ 16	88104.7	-48601.1	14927.9	-219.498	4729.97	-849.446	-373.196
≥ 17	91103.3	-51332.5	16129	-212.138	4679.91	-822.896	-654.296
≥ 18	93850.4	-53915.8	17336.9	-207.666	4652.65	-799.697	-866.307
≥ 19	96192.9	-55955.8	18359.3	-203.462	4642.65	-800.315	-1007.75
≥ 20	97790.4	-57058.1	19027.7	-200.963	4635.88	-799.721	-951.122

Table 2.4-3 (Page 4 of 8)

PWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 15x15A/B/C						
	A	B	C	D	E	F	G
≥ 3	15789.2	119.829	-21.8071	-127.422	2152.53	-267.717	-580.768
≥ 4	26803.8	-3312.93	415.027	-116.279	2550.15	-386.33	-367.168
≥ 5	36403.6	-7831.93	1219.66	-126.065	2858.32	-471.785	326.863
≥ 6	44046.1	-12375.9	2213.52	-145.727	3153.45	-539.715	851.971
≥ 7	49753.5	-16172.6	3163.61	-166.946	3428.38	-603.598	1186.31
≥ 8	55095.4	-20182.5	4287.03	-183.047	3650.42	-652.92	1052.4
≥ 9	58974.4	-23071.6	5156.53	-191.718	3805.41	-687.18	1025
≥ 10	62591.8	-25800.8	5995.95	-195.105	3884.14	-690.659	868.556
≥ 11	65133.1	-27747.4	6689	-203.095	4036.91	-744.034	894.607
≥ 12	68448.4	-30456	7624.9	-202.201	4083.52	-753.391	577.914
≥ 13	71084.4	-32536.4	8381.78	-201.624	4117.93	-757.16	379.105
≥ 14	73459.5	-34352.3	9068.86	-197.988	4113.16	-747.015	266.536
≥ 15	75950.7	-36469.4	9920.52	-199.791	4184.91	-779.222	57.9429
≥ 16	76929.1	-36845.6	10171.3	-197.88	4206.24	-794.541	256.099
≥ 17	79730	-39134.8	11069.4	-190.865	4160.42	-773.448	-42.6853
≥ 18	81649.2	-40583	11736.1	-187.604	4163.36	-785.838	-113.614
≥ 19	83459	-41771.8	12265.9	-181.461	4107.51	-758.496	-193.442
≥ 20	86165.4	-44208.8	13361.2	-178.89	4107.62	-768.671	-479.778

Table 2.4-3 (Page 5 of 8)

PWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 15x15D/E/F/H						
	A	B	C	D	E	F	G
≥ 3	15192.5	50.5722	-12.3042	-126.906	2009.71	-235.879	-561.574
≥ 4	25782.5	-3096.5	369.096	-113.289	2357.75	-334.695	-254.964
≥ 5	35026.5	-7299.87	1091.93	-124.619	2664	-414.527	470.916
≥ 6	42234.9	-11438.4	1967.63	-145.948	2945.81	-474.981	1016.84
≥ 7	47818.4	-15047	2839.22	-167.273	3208.95	-531.296	1321.12
≥ 8	52730.7	-18387.2	3702.43	-175.057	3335.58	-543.232	1223.61
≥ 9	56254.6	-20999.9	4485.93	-190.489	3547.98	-600.64	1261.55
≥ 10	59874.6	-23706.5	5303.88	-193.807	3633.01	-611.892	1028.63
≥ 11	62811	-25848.4	5979.64	-194.997	3694.14	-618.968	862.738
≥ 12	65557.6	-27952.4	6686.74	-198.224	3767.28	-635.126	645.139
≥ 13	67379.4	-29239.2	7197.49	-200.164	3858.53	-677.958	652.601
≥ 14	69599.2	-30823.8	7768.51	-196.788	3868.2	-679.88	504.443
≥ 15	71806.7	-32425	8360.38	-191.935	3851.65	-669.917	321.146
≥ 16	73662.6	-33703.5	8870.78	-187.366	3831.59	-658.419	232.335
≥ 17	76219.8	-35898.1	9754.72	-189.111	3892.07	-694.244	-46.924
≥ 18	76594.4	-35518.2	9719.78	-185.11	3897.04	-712.82	236.047
≥ 19	78592.7	-36920.8	10316.5	-179.54	3865.84	-709.551	82.478
≥ 20	80770.5	-38599.9	11051.3	-175.106	3858.67	-723.211	-116.014

Table 2.4-3 (Page 6 of 8)

PWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 16X16A						
	A	B	C	D	E	F	G
≥ 3	17038.2	158.445	-37.6008	-136.707	2368.1	-321.58	-700.033
≥ 4	29166.3	-3919.95	508.439	-125.131	2782.53	-455.722	-344.199
≥ 5	40285	-9762.36	1629.72	-139.652	3111.83	-539.804	139.67
≥ 6	48335.7	-15002.6	2864.09	-164.702	3444.97	-614.756	851.706
≥ 7	55274.9	-20190	4258.03	-185.909	3728.11	-670.841	920.035
≥ 8	60646.6	-24402.4	5483.54	-199.014	3903.29	-682.26	944.913
≥ 9	64663.2	-27753.1	6588.21	-215.318	4145.34	-746.822	967.914
≥ 10	69306.9	-31739.1	7892.13	-218.898	4237.04	-746.815	589.277
≥ 11	72725.8	-34676.6	8942.26	-220.836	4312.93	-750.85	407.133
≥ 12	76573.8	-38238.7	10248.1	-224.934	4395.85	-757.914	23.7549
≥ 13	78569	-39794.3	10914.9	-224.584	4457	-776.876	69.428
≥ 14	81559.4	-42453.6	11969.6	-222.704	4485.28	-778.427	-203.031
≥ 15	84108.6	-44680.4	12897.8	-218.387	4460	-746.756	-329.078
≥ 16	86512.2	-46766.8	13822.8	-216.278	4487.79	-759.882	-479.729
≥ 17	87526.7	-47326.2	14221	-218.894	4567.68	-805.659	-273.692
≥ 18	90340.3	-49888.6	15349.8	-212.139	4506.29	-762.236	-513.316
≥ 19	93218.2	-52436.7	16482.4	-207.653	4504.12	-776.489	-837.1
≥ 20	95533.9	-54474.1	17484.2	-203.094	4476.21	-760.482	-955.662

Table 2.4-3 (Page 7 of 8)

PWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 17x17A						
	A	B	C	D	E	F	G
≥ 3	16784.4	3.90244	-10.476	-128.835	2256.98	-287.108	-263.081
≥ 4	28859	-3824.72	491.016	-120.108	2737.65	-432.361	-113.457
≥ 5	40315.9	-9724	1622.89	-140.459	3170.28	-547.749	425.136
≥ 6	49378.5	-15653.1	3029.25	-164.712	3532.55	-628.93	842.73
≥ 7	56759.5	-21320.4	4598.78	-190.58	3873.21	-698.143	975.46
≥ 8	63153.4	-26463.8	6102.47	-201.262	4021.84	-685.431	848.497
≥ 9	67874.9	-30519.2	7442.84	-218.184	4287.23	-754.597	723.305
≥ 10	72676.8	-34855.2	8928.27	-222.423	4382.07	-741.243	387.877
≥ 11	75623	-37457.1	9927.65	-232.962	4564.55	-792.051	388.402
≥ 12	80141.8	-41736.5	11509.8	-232.944	4624.72	-787.134	-164.727
≥ 13	83587.5	-45016.4	12800.9	-230.643	4623.2	-745.177	-428.635
≥ 14	86311.3	-47443.4	13815.2	-228.162	4638.89	-729.425	-561.758
≥ 15	87839.2	-48704.1	14500.3	-231.979	4747.67	-775.801	-441.959
≥ 16	91190.5	-51877.4	15813.2	-225.768	4692.45	-719.311	-756.537
≥ 17	94512	-55201.2	17306.1	-224.328	4740.86	-747.11	-1129.15
≥ 18	96959	-57459.9	18403.8	-220.038	4721.02	-726.928	-1272.47
≥ 19	99061.1	-59172.1	19253.1	-214.045	4663.37	-679.362	-1309.88
≥ 20	100305	-59997.5	19841.1	-216.112	4721.71	-705.463	-1148.45

Table 2.4-3 (Page 8 of 8)

PWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 17x17B/C						
	A	B	C	D	E	F	G
≥ 3	15526.8	18.0364	-9.36581	-128.415	2050.81	-243.915	-426.07
≥ 4	26595.4	-3345.47	409.264	-115.394	2429.48	-350.883	-243.477
≥ 5	36190.4	-7783.2	1186.37	-130.008	2769.53	-438.716	519.95
≥ 6	44159	-12517.5	2209.54	-150.234	3042.25	-489.858	924.151
≥ 7	50399.6	-16780.6	3277.26	-173.223	3336.58	-555.743	1129.66
≥ 8	55453.9	-20420	4259.68	-189.355	3531.65	-581.917	1105.62
≥ 9	59469.3	-23459.8	5176.62	-199.63	3709.99	-626.667	1028.74
≥ 10	63200.5	-26319.6	6047.8	-203.233	3783.02	-619.949	805.311
≥ 11	65636.3	-28258.3	6757.23	-214.247	3972.8	-688.56	843.457
≥ 12	68989.7	-30904.4	7626.53	-212.539	3995.62	-678.037	495.032
≥ 13	71616.6	-32962.2	8360.45	-210.386	4009.11	-666.542	317.009
≥ 14	73923.9	-34748	9037.75	-207.668	4020.13	-662.692	183.086
≥ 15	76131.8	-36422.3	9692.32	-203.428	4014.55	-655.981	47.5234
≥ 16	77376.5	-37224.7	10111.4	-207.581	4110.76	-703.37	161.128
≥ 17	80294.9	-39675.9	11065.9	-201.194	4079.24	-691.636	-173.782
≥ 18	82219.8	-41064.8	11672.1	-195.431	4043.83	-675.432	-286.059
≥ 19	84168.9	-42503.6	12309.4	-190.602	4008.19	-656.192	-372.411
≥ 20	86074.2	-43854.4	12935.9	-185.767	3985.57	-656.72	-475.953

Table 2.4-4 (Page 1 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 7x7B						
	A	B	C	D	E	F	G
≥ 3	26409.1	28347.5	-16858	-147.076	5636.32	-1606.75	1177.88
≥ 4	61967.8	-6618.31	-4131.96	-113.949	6122.77	-2042.85	-96.7439
≥ 5	91601.1	-49298.3	17826.5	-132.045	6823.14	-2418.49	-185.189
≥ 6	111369	-80890.1	35713.8	-150.262	7288.51	-2471.1	86.6363
≥ 7	126904	-108669	53338.1	-167.764	7650.57	-2340.78	150.403
≥ 8	139181	-132294	69852.5	-187.317	8098.66	-2336.13	97.5285
≥ 9	150334	-154490	86148.1	-193.899	8232.84	-2040.37	-123.029
≥ 10	159897	-173614	100819	-194.156	8254.99	-1708.32	-373.605
≥ 11	166931	-186860	111502	-193.776	8251.55	-1393.91	-543.677
≥ 12	173691	-201687	125166	-202.578	8626.84	-1642.3	-650.814
≥ 13	180312	-215406	137518	-201.041	8642.19	-1469.45	-810.024
≥ 14	185927	-227005	148721	-197.938	8607.6	-1225.95	-892.876
≥ 15	191151	-236120	156781	-191.625	8451.86	-846.27	-1019.4
≥ 16	195761	-244598	165372	-187.043	8359.19	-572.561	-1068.19
≥ 17	200791	-256573	179816	-197.26	8914.28	-1393.37	-1218.63
≥ 18	206068	-266136	188841	-187.191	8569.56	-730.898	-1363.79
≥ 19	210187	-273609	197794	-182.151	8488.23	-584.727	-1335.59
≥ 20	213731	-278120	203074	-175.864	8395.63	-457.304	-1364.38

Table 2.4-4 (Page 2 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 8x8B						
	A	B	C	D	E	F	G
≥ 3	28219.6	28963.7	-17616.2	-147.68	5887.41	-1730.96	1048.21
≥ 4	66061.8	-10742.4	-1961.82	-123.066	6565.54	-2356.05	-298.005
≥ 5	95790.7	-53401.7	19836.7	-134.584	7145.41	-2637.09	-298.858
≥ 6	117477	-90055.9	41383.9	-154.758	7613.43	-2612.69	-64.9921
≥ 7	134090	-120643	60983	-168.675	7809	-2183.3	-40.8885
≥ 8	148186	-149181	81418.7	-185.726	8190.07	-2040.31	-260.773
≥ 9	159082	-172081	99175.2	-197.185	8450.86	-1792.04	-381.705
≥ 10	168816	-191389	113810	-195.613	8359.87	-1244.22	-613.594
≥ 11	177221	-210599	131099	-208.3	8810	-1466.49	-819.773
≥ 12	183929	-224384	143405	-207.497	8841.33	-1227.71	-929.708
≥ 13	191093	-240384	158327	-204.95	8760.17	-811.708	-1154.76
≥ 14	196787	-252211	169664	-204.574	8810.95	-610.928	-1208.97
≥ 15	203345	-267656	186057	-208.962	9078.41	-828.954	-1383.76
≥ 16	207973	-276838	196071	-204.592	9024.17	-640.808	-1436.43
≥ 17	213891	-290411	211145	-202.169	9024.19	-482.1	-1595.28
≥ 18	217483	-294066	214600	-194.243	8859.35	-244.684	-1529.61
≥ 19	220504	-297897	219704	-190.161	8794.97	-10.9863	-1433.86
≥ 20	227821	-318395	245322	-194.682	9060.96	-350.308	-1741.16

Table 2.4-4 (Page 3 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 8x8C/D/E						
	A	B	C	D	E	F	G
≥ 3	28592.7	28691.5	-17773.6	-149.418	5969.45	-1746.07	1063.62
≥ 4	66720.8	-12115.7	-1154	-128.444	6787.16	-2529.99	-302.155
≥ 5	96929.1	-55827.5	21140.3	-136.228	7259.19	-2685.06	-334.328
≥ 6	118190	-92000.2	42602.5	-162.204	7907.46	-2853.42	-47.5465
≥ 7	135120	-123437	62827.1	-172.397	8059.72	-2385.81	-75.0053
≥ 8	149162	-152986	84543.1	-195.458	8559.11	-2306.54	-183.595
≥ 9	161041	-177511	103020	-200.087	8632.84	-1864.4	-433.081
≥ 10	171754	-201468	122929	-209.799	8952.06	-1802.86	-755.742
≥ 11	179364	-217723	137000	-215.803	9142.37	-1664.82	-847.268
≥ 12	186090	-232150	150255	-216.033	9218.36	-1441.92	-975.817
≥ 13	193571	-249160	165997	-213.204	9146.99	-1011.13	-1119.47
≥ 14	200034	-263671	180359	-210.559	9107.54	-694.626	-1312.55
≥ 15	205581	-275904	193585	-216.242	9446.57	-1040.65	-1428.13
≥ 16	212015	-290101	207594	-210.036	9212.93	-428.321	-1590.7
≥ 17	216775	-299399	218278	-204.611	9187.86	-398.353	-1657.6
≥ 18	220653	-306719	227133	-202.498	9186.34	-181.672	-1611.86
≥ 19	224859	-314004	235956	-193.902	8990.14	145.151	-1604.71
≥ 20	228541	-320787	245449	-200.727	9310.87	-230.252	-1570.18

Table 2.4-4 (Page 4 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 9x9A						
	A	B	C	D	E	F	G
≥ 3	30538.7	28463.2	-18105.5	-150.039	6226.92	-1876.69	1034.06
≥ 4	71040.1	-16692.2	1164.15	-128.241	7105.27	-2728.58	-414.09
≥ 5	100888	-60277.7	24150.1	-142.541	7896.11	-3272.86	-232.197
≥ 6	124846	-102954	50350.8	-161.849	8350.16	-3163.44	-91.1396
≥ 7	143516	-140615	76456.5	-185.538	8833.04	-2949.38	-104.802
≥ 8	158218	-171718	99788.2	-196.315	9048.88	-2529.26	-259.929
≥ 9	172226	-204312	126620	-214.214	9511.56	-2459.19	-624.954
≥ 10	182700	-227938	146736	-215.793	9555.41	-1959.92	-830.943
≥ 11	190734	-246174	163557	-218.071	9649.43	-1647.5	-935.021
≥ 12	199997	-269577	186406	-223.975	9884.92	-1534.34	-1235.27
≥ 13	207414	-287446	204723	-228.808	10131.7	-1614.49	-1358.61
≥ 14	215263	-306131	223440	-220.919	9928.27	-988.276	-1638.05
≥ 15	221920	-321612	239503	-217.949	9839.02	-554.709	-1784.04
≥ 16	226532	-331778	252234	-216.189	9893.43	-442.149	-1754.72
≥ 17	232959	-348593	272609	-219.907	10126.3	-663.84	-1915.3
≥ 18	240810	-369085	296809	-219.729	10294.6	-859.302	-2218.87
≥ 19	244637	-375057	304456	-210.997	10077.8	-425.446	-2127.83
≥ 20	248112	-379262	309391	-204.191	9863.67	100.27	-2059.39

Table 2.4-4 (Page 5 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 9x9B						
	A	B	C	D	E	F	G
≥ 3	30613.2	28985.3	-18371	-151.117	6321.55	-1881.28	988.92
≥ 4	71346.6	-15922.9	631.132	-128.876	7232.47	-2810.64	-471.737
≥ 5	102131	-60654.1	23762.7	-140.748	7881.6	-3156.38	-417.979
≥ 6	127187	-105842	51525.2	-162.228	8307.4	-2913.08	-342.13
≥ 7	146853	-145834	79146.5	-185.192	8718.74	-2529.57	-484.885
≥ 8	162013	-178244	103205	-197.825	8896.39	-1921.58	-584.013
≥ 9	176764	-212856	131577	-215.41	9328.18	-1737.12	-1041.11
≥ 10	186900	-235819	151238	-218.98	9388.08	-1179.87	-1202.83
≥ 11	196178	-257688	171031	-220.323	9408.47	-638.53	-1385.16
≥ 12	205366	-280266	192775	-223.715	9592.12	-472.261	-1661.6
≥ 13	215012	-306103	218866	-231.821	9853.37	-361.449	-1985.56
≥ 14	222368	-324558	238655	-228.062	9834.57	3.47358	-2178.84
≥ 15	226705	-332738	247316	-224.659	9696.59	632.172	-2090.75
≥ 16	233846	-349835	265676	-221.533	9649.93	913.747	-2243.34
≥ 17	243979	-379622	300077	-222.351	9792.17	1011.04	-2753.36
≥ 18	247774	-386203	308873	-220.306	9791.37	1164.58	-2612.25
≥ 19	254041	-401906	327901	-213.96	9645.47	1664.94	-2786.2
≥ 20	256003	-402034	330566	-215.242	9850.42	1359.46	-2550.06

Table 2.4-4 (Page 6 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 9x9C/D						
	A	B	C	D	E	F	G
≥ 3	30051.6	29548.7	-18614.2	-148.276	6148.44	-1810.34	1006
≥ 4	70472.7	-14696.6	-233.567	-127.728	7008.69	-2634.22	-444.373
≥ 5	101298	-59638.9	23065.2	-138.523	7627.57	-2958.03	-377.965
≥ 6	125546	-102740	49217.4	-160.811	8096.34	-2798.88	-259.767
≥ 7	143887	-139261	74100.4	-184.302	8550.86	-2517.19	-275.151
≥ 8	159633	-172741	98641.4	-194.351	8636.89	-1838.81	-486.731
≥ 9	173517	-204709	124803	-212.604	9151.98	-1853.27	-887.137
≥ 10	182895	-225481	142362	-218.251	9262.59	-1408.25	-978.356
≥ 11	192530	-247839	162173	-217.381	9213.58	-818.676	-1222.12
≥ 12	201127	-268201	181030	-215.552	9147.44	-232.221	-1481.55
≥ 13	209538	-289761	203291	-225.092	9588.12	-574.227	-1749.35
≥ 14	216798	-306958	220468	-222.578	9518.22	-69.9307	-1919.71
≥ 15	223515	-323254	237933	-217.398	9366.52	475.506	-2012.93
≥ 16	228796	-334529	250541	-215.004	9369.33	662.325	-2122.75
≥ 17	237256	-356311	273419	-206.483	9029.55	1551.3	-2367.96
≥ 18	242778	-369493	290354	-215.557	9600.71	659.297	-2589.32
≥ 19	246704	-377971	302630	-210.768	9509.41	1025.34	-2476.06
≥ 20	249944	-382059	308281	-205.495	9362.63	1389.71	-2350.49

Table 2.4-4 (Page 7 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 9x9E/F						
	A	B	C	D	E	F	G
≥ 3	30284.3	26949.5	-16926.4	-147.914	6017.02	-1854.81	1026.15
≥ 4	69727.4	-17117.2	1982.33	-127.983	6874.68	-2673.01	-359.962
≥ 5	98438.9	-58492	23382.2	-138.712	7513.55	-3038.23	-112.641
≥ 6	119765	-95024.1	45261	-159.669	8074.25	-3129.49	221.182
≥ 7	136740	-128219	67940.1	-182.439	8595.68	-3098.17	315.544
≥ 8	150745	-156607	88691.5	-193.941	8908.73	-2947.64	142.072
≥ 9	162915	-182667	109134	-198.37	8999.11	-2531	-93.4908
≥ 10	174000	-208668	131543	-210.777	9365.52	-2511.74	-445.876
≥ 11	181524	-224252	145280	-212.407	9489.67	-2387.49	-544.123
≥ 12	188946	-240952	160787	-210.65	9478.1	-2029.94	-652.339
≥ 13	193762	-250900	171363	-215.798	9742.31	-2179.24	-608.636
≥ 14	203288	-275191	196115	-218.113	9992.5	-2437.71	-1065.92
≥ 15	208108	-284395	205221	-213.956	9857.25	-1970.65	-1082.94
≥ 16	215093	-301828	224757	-209.736	9789.58	-1718.37	-1303.35
≥ 17	220056	-310906	234180	-201.494	9541.73	-1230.42	-1284.15
≥ 18	224545	-320969	247724	-206.807	9892.97	-1790.61	-1381.9
≥ 19	226901	-322168	250395	-204.073	9902.14	-1748.78	-1253.22
≥ 20	235561	-345414	276856	-198.306	9720.78	-1284.14	-1569.18

Table 2.4-4 (Page 8 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 9x9G						
	A	B	C	D	E	F	G
≥ 3	35158.5	26918.5	-17976.7	-149.915	6787.19	-2154.29	836.894
≥ 4	77137.2	-19760.1	2371.28	-130.934	8015.43	-3512.38	-455.424
≥ 5	113405	-77931.2	35511.2	-150.637	8932.55	-4099.48	-629.806
≥ 6	139938	-128700	68698.3	-173.799	9451.22	-3847.83	-455.905
≥ 7	164267	-183309	109526	-193.952	9737.91	-3046.84	-737.992
≥ 8	182646	-227630	146275	-210.936	10092.3	-2489.3	-1066.96
≥ 9	199309	-270496	184230	-218.617	10124.3	-1453.81	-1381.41
≥ 10	213186	-308612	221699	-235.828	10703.2	-1483.31	-1821.73
≥ 11	225587	-342892	256242	-236.112	10658.5	-612.076	-2134.65
≥ 12	235725	-370471	285195	-234.378	10604.9	118.591	-2417.89
≥ 13	247043	-404028	323049	-245.79	11158.2	-281.813	-2869.82
≥ 14	253649	-421134	342682	-243.142	11082.3	400.019	-2903.88
≥ 15	262750	-448593	376340	-245.435	11241.2	581.355	-3125.07
≥ 16	270816	-470846	402249	-236.294	10845.4	1791.46	-3293.07
≥ 17	279840	-500272	441964	-241.324	11222.6	1455.84	-3528.25
≥ 18	284533	-511287	458538	-240.905	11367.2	1459.68	-3520.94
≥ 19	295787	-545885	501824	-235.685	11188.2	2082.21	-3954.2
≥ 20	300209	-556936	519174	-229.539	10956	2942.09	-3872.87

Table 2.4-4 (Page 9 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 10x10A/B						
	A	B	C	D	E	F	G
≥ 3	29285.4	27562.2	-16985	-148.415	5960.56	-1810.79	1001.45
≥ 4	67844.9	-14383	395.619	-127.723	6754.56	-2547.96	-369.267
≥ 5	96660.5	-55383.8	21180.4	-137.17	7296.6	-2793.58	-192.85
≥ 6	118098	-91995	42958	-162.985	7931.44	-2940.84	60.9197
≥ 7	135115	-123721	63588.9	-171.747	8060.23	-2485.59	73.6219
≥ 8	148721	-151690	84143.9	-190.26	8515.81	-2444.25	-63.4649
≥ 9	160770	-177397	104069	-197.534	8673.6	-2101.25	-331.046
≥ 10	170331	-198419	121817	-213.692	9178.33	-2351.54	-472.844
≥ 11	179130	-217799	138652	-209.75	9095.43	-1842.88	-705.254
≥ 12	186070	-232389	151792	-208.946	9104.52	-1565.11	-822.73
≥ 13	192407	-246005	164928	-209.696	9234.7	-1541.54	-979.245
≥ 14	200493	-265596	183851	-207.639	9159.83	-1095.72	-1240.61
≥ 15	205594	-276161	195760	-213.491	9564.23	-1672.22	-1333.64
≥ 16	209386	-282942	204110	-209.322	9515.83	-1506.86	-1286.82
≥ 17	214972	-295149	217095	-202.445	9292.34	-893.6	-1364.97
≥ 18	219312	-302748	225826	-198.667	9272.27	-878.536	-1379.58
≥ 19	223481	-310663	235908	-194.825	9252.9	-785.066	-1379.62
≥ 20	227628	-319115	247597	-199.194	9509.02	-1135.23	-1386.19

Table 2.4-4 (Page 10 of 10)

BWR Fuel Assembly Cooling Time-Dependent Coefficients  
(ZR-Clad Fuel)

Cooling Time (years)	Array/Class 10x10C						
	A	B	C	D	E	F	G
≥ 3	31425.3	27358.9	-17413.3	-152.096	6367.53	-1967.91	925.763
≥ 4	71804	-16964.1	1000.4	-129.299	7227.18	-2806.44	-416.92
≥ 5	102685	-62383.3	24971.2	-142.316	7961	-3290.98	-354.784
≥ 6	126962	-105802	51444.6	-164.283	8421.44	-3104.21	-186.615
≥ 7	146284	-145608	79275.5	-188.967	8927.23	-2859.08	-251.163
≥ 8	162748	-181259	105859	-199.122	9052.91	-2206.31	-554.124
≥ 9	176612	-214183	133261	-217.56	9492.17	-1999.28	-860.669
≥ 10	187756	-239944	155315	-219.56	9532.45	-1470.9	-1113.42
≥ 11	196580	-260941	174536	-222.457	9591.64	-944.473	-1225.79
≥ 12	208017	-291492	204805	-233.488	10058.3	-1217.01	-1749.84
≥ 13	214920	-307772	221158	-234.747	10137.1	-897.23	-1868.04
≥ 14	222562	-326471	240234	-228.569	9929.34	-183.47	-2016.12
≥ 15	228844	-342382	258347	-226.944	9936.76	117.061	-2106.05
≥ 16	233907	-353008	270390	-223.179	9910.72	360.39	-2105.23
≥ 17	244153	-383017	304819	-227.266	10103.2	380.393	-2633.23
≥ 18	249240	-395456	321452	-226.989	10284.1	169.947	-2623.67
≥ 19	254343	-406555	335240	-220.569	10070.5	764.689	-2640.2
≥ 20	260202	-421069	354249	-216.255	10069.9	854.497	-2732.77

### 3.0 DESIGN FEATURES

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#### 3.1 Site

##### 3.1.1 Site Location

The HI-STORM 100 Cask System is authorized for use at various site locations under the general license provisions of 10 CFR 72, Subpart K.

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#### 3.2 Design Features Important for Criticality Control

##### 3.2.1 MPC-24

1. Flux trap size:  $\geq 1.09$  in.
2.  $^{10}\text{B}$  loading in the neutron absorbers:  $\geq 0.0267$  g/cm<sup>2</sup> (Boral) and  $\geq 0.0223$  g/cm<sup>2</sup> (METAMIC)

##### 3.2.2 MPC-68 and MPC-68FF

1. Fuel cell pitch:  $\geq 6.43$  in.
2.  $^{10}\text{B}$  loading in the neutron absorbers:  $\geq 0.0372$  g/cm<sup>2</sup> (Boral) and  $\geq 0.0310$  g/cm<sup>2</sup> (METAMIC)

##### 3.2.3 MPC-68F

1. Fuel cell pitch:  $\geq 6.43$  in.
2.  $^{10}\text{B}$  loading in the Boral neutron absorbers:  $\geq 0.01$  g/cm<sup>2</sup>

##### 3.2.4 MPC-24E and MPC-24EF

1. Flux trap size:
  - i. Cells 3, 6, 19, and 22:  $\geq 0.776$  inch
  - ii. All Other Cells:  $\geq 1.076$  inches
2.  $^{10}\text{B}$  loading in the neutron absorbers:  $\geq 0.0372$  g/cm<sup>2</sup> (Boral) and  $\geq 0.0310$  g/cm<sup>2</sup> (METAMIC)

##### 3.2.5 MPC-32 and MPC-32F

1. Fuel cell pitch:  $\geq 9.158$  inches
2.  $^{10}\text{B}$  loading in the neutron absorbers:  $\geq 0.0372$  g/cm<sup>2</sup> (Boral) and  $\geq 0.0310$  g/cm<sup>2</sup> (METAMIC)

## DESIGN FEATURES

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### 3.2 Design features Important for Criticality Control (cont'd)

3.2.6 Fuel spacers shall be sized to ensure that the active fuel region of intact fuel assemblies remains within the neutron poison region of the MPC basket with water in the MPC.

3.2.7 The  $B_4C$  content in METAMIC shall be  $\leq 33.0$  wt.%.

#### 3.2.8 Neutron Absorber Tests

Section 9.1.5.3 of the HI-STORM 100 FSAR is hereby incorporated by reference into the HI-STORM 100 CoC. The minimum  $^{10}B$  for the neutron absorber shall meet the minimum requirements for each MPC model specified in Sections 3.2.1 through 3.2.5 above.

### 3.3 Codes and Standards

The American Society of Mechanical Engineers Boiler and Pressure Vessel Code (ASME Code), 1995 Edition with Addenda through 1997, is the governing Code for the HI-STORM 100 System, as clarified in Specification 3.3.1 below, except for Code Sections V and IX. The latest effective editions of ASME Code Sections V and IX, including addenda, may be used for activities governed by those sections, provided a written reconciliation of the later edition against the 1995 Edition, including addenda, is performed by the certificate holder. American Concrete Institute (ACI) 349-85 is the governing Code for plain concrete as clarified in Appendix 1.D of the Final Safety Analysis Report for the HI-STORM 100 Cask System.

#### 3.3.1 Alternatives to Codes, Standards, and Criteria

Table 3-1 lists approved alternatives to the ASME Code for the design of the HI-STORM 100 Cask System.

#### 3.3.2 Construction/Fabrication Alternatives to Codes, Standards, and Criteria

Proposed alternatives to the ASME Code, Section III, 1995 Edition with Addenda through 1997 including modifications to the alternatives allowed by Specification 3.3.1 may be used on a case-specific basis when authorized by the Director of the Office of Nuclear Material Safety and Safeguards or designee. The request for such alternative should demonstrate that:

1. The proposed alternatives would provide an acceptable level of quality and safety, or

(continued)

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## DESIGN FEATURES

3.3.2 Construction/Fabrication Alternatives to Codes, Standards, and Criteria (cont'd)

2. Compliance with the specified requirements of the ASME Code, Section III, 1995 Edition with Addenda through 1997, would result in hardship or unusual difficulty without a compensating increase in the level of quality and safety.

Requests for alternatives shall be submitted in accordance with 10 CFR 72.4.

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(continued)

DESIGN FEATURES

Table 3-1 (page 1 of 9)  
LIST OF ASME CODE ALTERNATIVES FOR HI-STORM 100 CASK SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	Alternative, Justification & Compensatory Measures
MPC, MPC basket assembly, HI-STORM OVERPACK steel structure, and HI-TRAC TRANSFER CASK steel structure	Subsection NCA	General Requirements. Requires preparation of a Design Specification, Design Report, Overpressure Protection Report, Certification of Construction Report, Data Report, and other administrative controls for an ASME Code stamped vessel.	<p>Because the MPC, OVERPACK, and TRANSFER CASK are not ASME Code stamped vessels, none of the specifications, reports, certificates, or other general requirements specified by NCA are required. In lieu of a Design Specification and Design Report, the HI-STORM FSAR includes the design criteria, service conditions, and load combinations for the design and operation of the HI-STORM 100 System as well as the results of the stress analyses to demonstrate that applicable Code stress limits are met. Additionally, the fabricator is not required to have an ASME-certified QA program. All important-to-safety activities are governed by the NRC-approved Holtec QA program.</p> <p>Because the cask components are not certified to the Code, the terms "Certificate Holder" and "Inspector" are not germane to the manufacturing of NRC-certified cask components. To eliminate ambiguity, the responsibilities assigned to the Certificate Holder in the various articles of Subsections NB, NG, and NF of the Code, as applicable, shall be interpreted to apply to the NRC Certificate of Compliance (CoC) holder (and by extension, to the component fabricator) if the requirement must be fulfilled. The Code term "Inspector" means the QA/QC personnel of the CoC holder and its vendors assigned to oversee and inspect the manufacturing process.</p>
MPC	NB-1100	Statement of requirements for Code stamping of components.	MPC enclosure vessel is designed and will be fabricated in accordance with ASME Code, Section III, Subsection NB to the maximum practical extent, but Code stamping is not required.

Table 3-1 (page 2 of 9)  
LIST OF ASME CODE ALTERNATIVES FOR HI-STORM 100 CASK SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	Alternative, Justification & Compensatory Measures
MPC basket supports and lift lugs	NB-1130	<p>NB-1132.2(d) requires that the first connecting weld of a nonpressure-retaining structural attachment to a component shall be considered part of the component unless the weld is more than <math>2t</math> from the pressure-retaining portion of the component, where <math>t</math> is the nominal thickness of the pressure-retaining material.</p> <p>NB-1132.2(e) requires that the first connecting weld of a welded nonstructural attachment to a component shall conform to NB-4430 if the connecting weld is within <math>2t</math> from the pressure-retaining portion of the component.</p>	<p>The MPC basket supports (nonpressure-retaining structural attachments) and lift lugs (nonstructural attachments (relative to the function of lifting a loaded MPC) that are used exclusively for lifting an empty MPC) are welded to the inside of the pressure-retaining MPC shell, but are not designed in accordance with Subsection NB. The basket supports and associated attachment welds are designed to satisfy the stress limits of Subsection NG and the lift lugs and associated attachment welds are designed to satisfy the stress limits of Subsection NF, as a minimum. These attachments and their welds are shown by analysis to meet the respective stress limits for their service conditions. Likewise, non-structural items, such as shield plugs, spacers, etc. if used, can be attached to pressure-retaining parts in the same manner.</p>
MPC	NB-2000	Requires materials to be supplied by ASME-approved material supplier.	Materials will be supplied by Holtec-approved suppliers with Certified Material Test Reports (CMTRs) in accordance with NB-2000 requirements.

Table 3-1 (page 3 of 9)  
LIST OF ASME CODE ALTERNATIVES FOR HI-STORM 100 CASK SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	Alternative, Justification & Compensatory Measures
MPC, MPC basket assembly, HI-STORM OVERPACK and HI-TRAC TRANSFER CASK	NB-3100 NG-3100 NF-3100	Provides requirements for determining design loading conditions, such as pressure, temperature, and mechanical loads.	These requirements are not applicable. The HI-STORM FSAR, serving as the Design Specification, establishes the service conditions and load combinations for the storage system.
MPC	NB-3350	NB-3352.3 requires, for Category C joints, that the minimum dimensions of the welds and throat thickness shall be as shown in Figure NB-4243-1.	<p>Due to MPC basket-to-shell interface requirements, the MPC shell-to-baseplate weld joint design (designated Category C) does not include a reinforcing fillet weld or a bevel in the MPC baseplate, which makes it different than any of the representative configurations depicted in Figure NB-4243-1. The transverse thickness of this weld is equal to the thickness of the adjoining shell (1/2 inch). The weld is designed as a full penetration weld that receives VT and RT or UT, as well as final surface PT examinations. Because the MPC shell design thickness is considerably larger than the minimum thickness required by the Code, a reinforcing fillet weld that would intrude into the MPC cavity space is not included. Not including this fillet weld provides for a higher quality radiographic examination of the full penetration weld.</p> <p>From the standpoint of stress analysis, the fillet weld serves to reduce the local bending stress (secondary stress) produced by the gross structural discontinuity defined by the flat plate/shell junction. In the MPC design, the shell and baseplate thicknesses are well beyond that required to meet their respective membrane stress intensity limits.</p>

Table 3-1 (page 4 of 9)  
LIST OF ASME CODE ALTERNATIVES FOR HI-STORM 100 CASK SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	Alternative, Justification & Compensatory Measures
MPC, MPC Basket Assembly, HI-STORM OVERPACK steel structure, and HI-TRAC TRANSFER CASK steel structure	NB-4120 NG-4120 NF-4120	NB-4121.2, NG-4121.2, and NF-4121.2 provide requirements for repetition of tensile or impact tests for material subjected to heat treatment during fabrication or installation.	<p>In-shop operations of short duration that apply heat to a component, such as plasma cutting of plate stock, welding, machining, coating, and pouring of lead are not, unless explicitly stated by the Code, defined as heat treatment operations.</p> <p>For the steel parts in the HI-STORM 100 System components, the duration for which a part exceeds the off-normal temperature limit defined in Chapter 2 of the FSAR shall be limited to 24 hours in a particular manufacturing process (such as the HI-TRAC lead pouring process).</p>
MPC, MPC basket assembly, HI-STORM OVERPACK steel structure, and HI-TRAC TRANSFER CASK steel structure	NB-4220 NF-4220	Requires certain forming tolerances to be met for cylindrical, conical, or spherical shells of a vessel.	The cylindricity measurements on the rolled shells are not specifically recorded in the shop travelers, as would be the case for a Code-stamped pressure vessel. Rather, the requirements on inter-component clearances (such as the MPC-to-TRANSFER CASK) are guaranteed through fixture-controlled manufacturing. The fabrication specification and shop procedures ensure that all dimensional design objectives, including inter-component annular clearances are satisfied. The dimensions required to be met in fabrication are chosen to meet the functional requirements of the dry storage components. Thus, although the post-forming Code cylindricity requirements are not evaluated for compliance directly, they are indirectly satisfied (actually exceeded) in the final manufactured components.
MPC Lid and Closure Ring Welds	NB-4243	Full penetration welds required for Category C Joints (flat head to main shell per NB-3352.3).	MPC lid and closure ring are not full penetration welds. They are welded independently to provide a redundant seal. Additionally, a weld efficiency factor of 0.45 has been applied to the analyses of these welds.

Table 3-1 (page 5 of 9)  
LIST OF ASME CODE ALTERNATIVES FOR HI-STORM 100 CASK SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	Alternative, Justification & Compensatory Measures
MPC Lid to Shell Weld	NB-5230	Radiographic (RT) or ultrasonic (UT) examination required	Only UT or multi-layer liquid penetrant (PT) examination is permitted. If PT alone is used, at a minimum, it will include the root and final weld layers and each approximately 3/8 inch of weld depth.
MPC Closure Ring, Vent and Drain Cover Plate Welds	NB-5230	Radiographic (RT) or ultrasonic (UT) examination required	Root (if more than one weld pass is required) and final liquid penetrant examination to be performed in accordance with NB-5245. The closure ring provides independent redundant closure for vent and drain cover plates.
MPC Enclosure Vessel and Lid	NB-6111	All completed pressure retaining systems shall be pressure tested.	<p>The MPC enclosure vessel is seal welded in the field following fuel assembly loading. The MPC enclosure vessel shall then be pressure tested as defined in Chapter 9. Accessibility for leakage inspections preclude a Code compliant pressure test. All MPC enclosure vessel welds (except closure ring and vent/drain cover plate) are inspected by volumetric examination, except the MPC lid-to-shell weld shall be verified by volumetric or multi-layer PT examination. If PT alone is used, at a minimum, it must include the root and final layers and each approximately 3/8 inch of weld depth. For either UT or PT, the maximum undetectable flaw size must be demonstrated to be less than the critical flaw size. The critical flaw size must be determined in accordance with ASME Section XI methods. The critical flaw size shall not cause the primary stress limits of NB-3000 to be exceeded.</p> <p>The inspection results, including relevant findings (indications), shall be made a permanent part of the user's records by video, photographic, or other means which provide an equivalent retrievable record of weld integrity. The video or photographic records should be taken during the final interpretation period described in ASME Section V, Article 6, T-676. The vent/drain cover plate and the closure ring welds are confirmed by liquid penetrant examination. The inspection of the weld must be performed by qualified personnel and shall meet the acceptance requirements of ASME Code Section III, NB-5350 for PT or NB-5332 for UT.</p>

Table 3-1 (page 6 of 9)  
LIST OF ASME CODE ALTERNATIVES FOR HI-STORM 100 CASK SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	Alternative, Justification & Compensatory Measures
MPC Enclosure Vessel	NB-7000	Vessels are required to have overpressure protection	No overpressure protection is provided. The function of the MPC enclosure vessel is to contain the radioactive contents under normal, off-normal, and accident conditions. The MPC vessel is designed to withstand maximum internal pressure considering 100% fuel rod failure and maximum accident temperatures.
MPC Enclosure Vessel	NB-8000	States requirements for nameplates, stamping and reports per NCA-8000.	The HI-STORM100 System is to be marked and identified in accordance with 10CFR71 and 10CFR72 requirements. Code stamping is not required. QA data package to be in accordance with Holtec approved QA program.
MPC Basket Assembly	NG-2000	Requires materials to be supplied by ASME-approved material supplier.	Materials will be supplied by Holtec-approved supplier with CMTRs in accordance with NG-2000 requirements.

Table 3-1 (page 7 of 9)  
LIST OF ASME CODE ALTERNATIVES FOR HI-STORM 100 CASK SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	Alternative, Justification & Compensatory Measures
MPC basket assembly	NG-4420	NG-4427(a) allows a fillet weld in any single continuous weld to be less than the specified fillet weld dimension by not more than 1/16 inch, provided that the total undersize portion of the weld does not exceed 10 percent of the length of the weld. Individual undersize weld portions shall not exceed 2 inches in length.	Modify the Code requirement (intended for core support structures) with the following text prepared to accord with the geometry and stress analysis imperatives for the fuel basket: For the longitudinal MPC basket fillet welds, the following criteria apply: 1) The specified fillet weld throat dimension must be maintained over at least 92 percent of the total weld length. All regions of undersized weld must be less than 3 inches long and separated from each other by at least 9 inches. 2) Areas of undercuts and porosity beyond that allowed by the applicable ASME Code shall not exceed 1/2 inch in weld length. The total length of undercut and porosity over any 1-foot length shall not exceed 2 inches. 3) The total weld length in which items (1) and (2) apply shall not exceed a total of 10 percent of the overall weld length. The limited access of the MPC basket panel longitudinal fillet welds makes it difficult to perform effective repairs of these welds and creates the potential for causing additional damage to the basket assembly (e.g., to the neutron absorber and its sheathing) if repairs are attempted. The acceptance criteria provided in the foregoing have been established to comport with the objectives of the basket design and preserve the margins demonstrated in the supporting stress analysis. From the structural standpoint, the weld acceptance criteria are established to ensure that any departure from the ideal, continuous fillet weld seam would not alter the primary bending stresses on which the design of the fuel baskets is predicated. Stated differently, the permitted weld discontinuities are limited in size to ensure that they remain classifiable as local stress elevators ("peak stress", F, in the ASME Code for which specific stress intensity limits do not apply).
MPC Basket Assembly	NG-8000	States requirements for nameplates, stamping and reports per NCA-8000.	The HI-STORM100 System is to be marked and identified in accordance with 10CFR71 and 10CFR72 requirements. Code stamping is not required. The MPC basket data package to be in accordance with Holtec approved QA program.
OVERPACK Steel Structure	NF-2000	Requires materials to be supplied by ASME-approved material supplier.	Materials will be supplied by Holtec-approved supplier with CMTRs in accordance with NF-2000 requirements.

Table 3-1 (page 8 of 9)  
LIST OF ASME CODE ALTERNATIVES FOR HI-STORM 100 CASK SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	Alternative, Justification & Compensatory Measures
TRANSFER CASK Steel Structure	NF-2000	Requires materials to be supplied by ASME-approved material supplier.	Materials will be supplied by Holtec-approved supplier with CMTRs in accordance with NF-2000 requirements.
OVERPACK Baseplate and Lid Top Plate	NF-4441	Requires special examinations or requirements for welds where a primary member of thickness 1 inch or greater is loaded to transmit loads in the through thickness direction.	The margins of safety in these welds under loads experienced during lifting operations or accident conditions are quite large. The OVERPACK baseplate welds to the inner shell, pedestal shell, and radial plates are only loaded during lifting conditions and have large safety factors during lifting. Likewise, the top lid plate to lid shell weld has a large structural margin under the inertia loads imposed during a non-mechanistic tipover event.
OVERPACK Steel Structure	NF-3256 NF-3266	Provides requirements for welded joints.	<p>Welds for which no structural credit is taken are identified as "Non-NF" welds in the design drawings. These non-structural welds are specified in accordance with the pre-qualified welds of AWS D1.1. These welds shall be made by welders and weld procedures qualified in accordance with AWS D1.1 or ASME Section IX.</p> <p>Welds for which structural credit is taken in the safety analyses shall meet the stress limits for NF-3256.2, but are not required to meet the joint configuration requirements specified in these Code articles. The geometry of the joint designs in the cask structures are based on the fabricability and accessibility of the joint, not generally contemplated by this Code section governing supports.</p>

Table 3-1 (page 9 of 9)  
LIST OF ASME CODE ALTERNATIVES FOR HI-STORM 100 CASK SYSTEM

Component	Reference ASME Code Section/Article	Code Requirement	Alternative, Justification & Compensatory Measures
HI-STORM OVERPACK and HI-TRAC TRANSFER CASK	NF-3320 NF-4720	NF-3324.6 and NF-4720 provide requirements for bolting	<p>These Code requirements are applicable to linear structures wherein bolted joints carry axial, shear, as well as rotational (torsional) loads. The OVERPACK and TRANSFER CASK bolted connections in the structural load path are qualified by design based on the design loadings defined in the FSAR. Bolted joints in these components see no shear or torsional loads under normal storage conditions. Larger clearances between bolts and holes may be necessary to ensure shear interfaces located elsewhere in the structure engage prior to the bolts experiencing shear loadings (which occur only during side impact scenarios).</p> <p>Bolted joints that are subject to shear loads in accident conditions are qualified by appropriate stress analysis. Larger bolt-to-hole clearances help ensure more efficient operations in making these bolted connections, thereby minimizing time spent by operations personnel in a radiation area. Additionally, larger bolt-to-hole clearances allow interchangeability of the lids from one particular fabricated cask to another.</p>

DESIGN FEATURES (continued)

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3.4 Site-Specific Parameters and Analyses

Site-specific parameters and analyses that will require verification by the system user are, as a minimum, as follows:

1. The temperature of 80° F is the maximum average yearly temperature.
2. The allowed temperature extremes, averaged over a 3-day period, shall be greater than -40° F and less than 125° F.
3. a. The resultant horizontal acceleration (vectorial sum of two horizontal Zero Period Accelerations (ZPAs) at a three-dimensional seismic site),  $G_H$ , and vertical ZPA,  $G_V$ , on the top surface of the ISFSI pad, expressed as fractions of 'g', shall satisfy the following inequality:

$$G_H + \mu G_V \leq \mu$$

where  $\mu$  is either the Coulomb friction coefficient for the cask/ISFSI pad interface or the ratio  $r/h$ , where 'r' is the radius of the cask and 'h' is the height of the cask center-of-gravity above the ISFSI pad surface. The above inequality must be met for both definitions of  $\mu$ , but only applies to ISFSIs where the casks are deployed in a freestanding configuration. Unless demonstrated by appropriate testing that a higher coefficient of friction value is appropriate for a specific ISFSI, the value used shall be 0.53. If acceleration time-histories on the ISFSI pad surface are available,  $G_H$  and  $G_V$  may be the coincident values of the instantaneous net horizontal and vertical accelerations. If instantaneous accelerations are used, the inequality shall be evaluated at each time step in the acceleration time history over the total duration of the seismic event.

If this static equilibrium based inequality cannot be met, a dynamic analysis of the cask/ISFSI pad assemblage with appropriate recognition of soil/structure interaction effects shall be performed to ensure that the casks will not tip over or undergo excessive sliding under the site's Design Basis Earthquake.

Table 3-2 (not used)

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DESIGN FEATURES

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3.4 Site-Specific Parameters and Analyses (continued)

- b. For free-standing casks, under environmental conditions that may degrade the pad/cask interface friction (such as due to icing) the response of the casks under the site's Design Basis Earthquake shall be established using the best estimate of the friction coefficient in an appropriate analysis model. The analysis should demonstrate that the earthquake will not result in cask tipover or cause a cask to fall off the pad. In addition, impact between casks should be precluded, or should be considered an accident for which the maximum g-load experienced by the stored fuel shall be limited to 45 g's.
- c. For those ISFSI sites with design basis seismic acceleration values higher than those allowed for free-standing casks, the HI-STORM 100 System shall be anchored to the ISFSI pad. The site seismic characteristics and the anchorage system shall meet the following requirements:
  - i. The site acceleration response spectra at the top of the ISFSI pad shall have ZPAs that meet the following inequalities:

$$G_H \leq 2.12$$

AND

$$G_V \leq 1.5$$

Where:

$G_H$  is the vectorial sum of the two horizontal ZPAs at a three-dimensional seismic site (or the horizontal ZPA at a two-dimensional site) and  $G_V$  is the vertical ZPA.

- ii. Each HI-STORM 100 dry storage cask shall be anchored with twenty-eight (28), 2-inch diameter studs and compatible nuts of material suitable for the expected ISFSI environment. The studs shall meet the following requirements:

Yield Strength at Ambient Temperature:  $\geq 80$  ksi

Ultimate Strength at Ambient Temperature:  $\geq 125$  ksi

Initial Tensile Pre-Stress:  $\geq 55$  ksi AND  $\leq 65$  ksi

NOTE: The above anchorage specifications are required for the seismic

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## DESIGN FEATURES

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### 3.4 Site-Specific Parameters and Analyses (continued)

spectra defined in item 3.4.3.b.i. Users may use fewer studs or those of different diameter to account for site-specific seismic spectra less severe than those specified above. The embedment design shall comply with Appendix B of ACI-349-97. A later edition of this Code may be used, provided a written reconciliation is performed.

- iii. Embedment Concrete Compressive Strength:  $\geq 4,000$  psi at 28 days
- 4. The analyzed flood condition of 15 fps water velocity and a height of 125 feet of water (full submergence of the loaded cask) are not exceeded.
- 5. The potential for fire and explosion shall be addressed, based on site-specific considerations. This includes the condition that the on-site transporter fuel tank will contain no more than 50 gallons of diesel fuel while handling a loaded OVERPACK or TRANSFER CASK.
- 6.
  - a. For free-standing casks, the ISFSI pad shall be verified by analysis to limit cask deceleration during design basis drop and non-mechanistic tip-over events to  $\leq 45$  g's at the top of the MPC fuel basket. Analyses shall be performed using methodologies consistent with those described in the HI-STORM 100 FSAR. A lift height above the ISFSI pad is not required to be established if the cask is lifted with a device designed in accordance with ANSI N14.6 and having redundant drop protection features.
  - b. For anchored casks, the ISFSI pad shall be designed to meet the embedment requirements of the anchorage design. A cask tip-over event for an anchored cask is not credible. The ISFSI pad shall be verified by analysis to limit cask deceleration during a design basis drop event to  $\leq 45$  g's at the top of the MPC fuel basket, except as provided for in this paragraph below. Analyses shall be performed using methodologies consistent with those described in the HI-STORM 100 FSAR. A lift height above the ISFSI pad is not required to be established if the cask is lifted with a device design in accordance with ANSI N14.6 and having redundant drop protection features.
- 7. In cases where engineered features (i.e., berms and shield walls) are used to ensure that the requirements of 10CFR72.104(a) are met, such features are to be considered important to safety and must be evaluated to determine the applicable Quality Assurance Category.

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DESIGN FEATURES

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3.4 Site-Specific Parameters and Analyses (continued)

8. LOADING OPERATIONS, TRANSPORT OPERATIONS, and UNLOADING OPERATIONS shall only be conducted with working area ambient temperatures  $\geq 0^{\circ}$  F.
9. For those users whose site-specific design basis includes an event or events (e.g., flood) that result in the blockage of any OVERPACK inlet or outlet air ducts for an extended period of time (i.e, longer than the total Completion Time of LCO 3.1.2), an analysis or evaluation may be performed to demonstrate adequate heat removal is available for the duration of the event. Adequate heat removal is defined as fuel cladding temperatures remaining below the short term temperature limit. If the analysis or evaluation is not performed, or if fuel cladding temperature limits are unable to be demonstrated by analysis or evaluation to remain below the short term temperature limit for the duration of the event, provisions shall be established to provide alternate means of cooling to accomplish this objective.
10. Users shall establish procedural and/or mechanical barriers to ensure that during LOADING OPERATIONS and UNLOADING OPERATIONS, either the fuel cladding is covered by water, or the MPC is filled with an inert gas.

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## DESIGN FEATURES

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### 3.5 Cask Transfer Facility (CTF)

#### 3.5.1 TRANSFER CASK and MPC Lifters

Lifting of a loaded TRANSFER CASK and MPC using devices that are not integral to structures governed by 10 CFR Part 50 shall be performed with a CTF that is designed, operated, fabricated, tested, inspected, and maintained in accordance with the guidelines of NUREG-0612, "Control of Heavy Loads at Nuclear Power Plants" and the below clarifications. The CTF Structure requirements below do not apply to heavy loads bounded by the regulations of 10 CFR Part 50.

#### 3.5.2 CTF Structure Requirements

##### 3.5.2.1 Cask Transfer Station and Stationary Lifting Devices

1. The metal weldment structure of the CTF structure shall be designed to comply with the stress limits of ASME Section III, Subsection NF, Class 3 for linear structures. The applicable loads, load combinations, and associated service condition definitions are provided in Table 3-3. All compression loaded members shall satisfy the buckling criteria of ASME Section III, Subsection NF.
2. If a portion of the CTF structure is constructed of reinforced concrete, then the factored load combinations set forth in ACI-318 (89) for the loads defined in Table 3-3 shall apply.
3. The TRANSFER CASK and MPC lifting device used with the CTF shall be designed, fabricated, operated, tested, inspected and maintained in accordance with NUREG-0612, Section 5.1.
4. The CTF shall be designed, constructed, and evaluated to ensure that if the MPC is dropped during inter-cask transfer operations, its confinement boundary would not be breached. This requirements applies to CTFs with either stationary or mobile lifting devices.

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DESIGN FEATURES

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3.5.2.2 Mobile Lift Devices

If a mobile lifting device is used as the lifting device, in lieu of a stationary lifting device, it shall meet the guidelines of NUREG- 0612, Section 5.1, with the following clarifications:

1. Mobile lifting devices shall have a minimum safety factor of two over the allowable load table for the lifting device in accordance with the guidance of NUREG-0612, Section 5.1.6(1)(a) and shall be capable of stopping and holding the load during a Design Basis Earthquake (DBE) event.
2. Mobile lifting devices shall conform to meet the requirements of ANSI B30.5, "Mobile and Locomotive Cranes," in lieu of the requirements of ANSI B30.2, "Overhead and Gantry Cranes."
3. Mobile cranes are not required to meet the requirements of NUREG-0612, Section 5.1.6(2) for new cranes.
4. Horizontal movements of the TRANSFER CASK and MPC using a mobile crane are prohibited.

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(continued)

DESIGN FEATURES

Table 3-3

Load Combinations and Service Condition Definitions for the CTF Structure (Note 1)

Load Combination	ASME III Service Condition for Definition of Allowable Stress	Comment
D* D + S	Level A	All primary load bearing members must satisfy Level A stress limits
D + M + W' (Note 2) D + F D + E D + Y	Level D	Factor of safety against overturning shall be $\geq 1.1$

D = Dead load  
D\* = Apparent dead load  
S = Snow and ice load for the CTF site  
M = Tornado missile load for the CTF site  
W' = Tornado wind load for the CTF site  
F = Flood load for the CTF site  
E = Seismic load for the CTF site  
Y = Tsunami load for the CTF site

- Notes:
1. The reinforced concrete portion of the CTF structure shall also meet the factored combinations of loads set forth in ACI-318(89).
  2. Tornado missile load may be reduced or eliminated based on a PRA for the CTF site.

## DESIGN FEATURES

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### 3.6 Forced Helium Dehydration System

#### 3.6.1 System Description

Use of the Forced Helium Dehydration (FHD) system, (a closed-loop system) is an alternative to vacuum drying the MPC for moderate burnup fuel ( $\leq 45,000$  MWD/MTU) and mandatory for drying MPCs containing one or more high burnup fuel assemblies. The FHD system shall be designed for normal operation (i.e., excluding startup and shutdown ramps) in accordance with the criteria in Section 3.6.2.

#### 3.6.2 Design Criteria

- 3.6.2.1 The temperature of the helium gas in the MPC shall be at least 15°F higher than the saturation temperature at coincident pressure.
- 3.6.2.2 The pressure in the MPC cavity space shall be  $\leq 60.3$  psig (75 psia).
- 3.6.2.3 The hourly recirculation rate of helium shall be  $\geq 10$  times the nominal helium mass backfilled into the MPC for fuel storage operations.
- 3.6.2.4 The partial pressure of the water vapor in the MPC cavity will not exceed 3 torr. The limit is met if the gas temperature at the demoinsturizer outlet is verified by measurement to remain  $\leq 21^\circ\text{F}$  for a period of 30 minutes or if the dew point of the gas exiting the MPC is verified by measurement to remain  $\leq 22.9^\circ\text{F}$  for  $\geq 30$  minutes.
- 3.6.2.5 The condensing module shall be designed to de-vaporize the recirculating helium gas to a dew point  $\leq 120^\circ\text{F}$ .
- 3.6.2.6 The demoinsturizing module shall be configured to be introduced into its helium conditioning function after the condensing module has been operated for the required length of time to assure that the bulk moisture vaporization in the MPC (defined as Phase 1 in FSAR Appendix 2.B) has been completed.
- 3.6.2.7 The helium circulator shall be sized to effect the minimum flow rate of circulation required by these design criteria.
- 3.6.2.8 The pre-heater module shall be engineered to ensure that the temperature of the helium gas in the MPC meets these design criteria.

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## DESIGN FEATURES

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### 3.6 Forced Helium Dehydration System (continued)

#### 3.6.3 Fuel Cladding Temperature

A steady-state thermal analysis of the MPC under the forced helium flow scenario shall be performed using the methodology described in HI-STORM 100 FSAR Section 4.4, with due recognition of the forced convection process during FHD system operation. This analysis shall demonstrate that the peak temperature of the fuel cladding under the most adverse condition of FHD system operation, is below the peak cladding temperature limit for normal conditions of storage for the applicable fuel type (PWR or BWR) and cooling time at the start of dry storage.

#### 3.6.4 Pressure Monitoring During FHD Malfunction

During an FHD malfunction event, described in HI-STORM 100 FSAR Section 11.1 as a loss of helium circulation, the system pressure must be monitored to ensure that the conditions listed therein are met.

## DESIGN FEATURES

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### 3.7 Supplemental Cooling System

#### 3.7.1 System Description

The SCS is a water circulation system for cooling the MPC inside the HI-TRAC transfer cask during on-site transport. Use of the Supplemental Cooling System (SCS) is required for post-backfill HI-TRAC operations of an MPC containing one or more high burnup (> 45,000 MWD/MTU) fuel assemblies. The SCS shall be designed for normal operation (i.e., excluding startup and shutdown ramps) in accordance with the criteria in Section 3.7.2.

#### 3.7.2 Design Criteria

- 3.7.2.1 The system shall consist of a skid-mounted coolant pump and an air-cooled heat exchanger.
- 3.7.2.2 The pump shall be sized to limit the coolant temperature rise (from annulus inlet to outlet) to a reasonably low value (20°F) and the air-cooled heat exchanger sized for the design basis heat load at an ambient air temperature of 100°F. The pump and aircooler fan shall be powered by electric motors with a backup power supply for uninterrupted operation.
- 3.7.2.3 The system shall utilize a contamination-free fluid medium in contact with the external surfaces of the MPC and inside surfaces of the HI -TRAC transfer cask to minimize corrosion.
- 3.7.2.4 All passive components such as tubular heat exchangers, manually operated valves and fittings shall be designed to applicable standards (TEMA, ANSI).
- 3.7.2.5 The heat dissipation capacity of the SCS shall be equal to or greater than the minimum necessary to ensure that the peak cladding temperature is below 400°C (752°F). All heat transfer surfaces in heat exchangers shall be assumed to be fouled to the maximum limits specified in a widely used heat exchange equipment standard such as the Standards of Tubular Exchanger Manufacturers Association.
- 3.7.2.6 The coolant utilized to extract heat from the MPC shall be high purity water. Antifreeze may be used to prevent water from freezing if warranted by operating conditions.

DESIGN FEATURES

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- 3.7 Supplemental Cooling System (continued)
  - 3.7.2.7 All pressure boundaries (as defined in the ASME Boiler and Pressure Vessel Code, Section VIII Division 1) shall have pressure ratings that are greater than the maximum system operating pressure by at least 15 psi.
  - 3.7.2.8 All ASME Code components shall comply with Section VIII Division 1 of the ASME Boiler and Pressure Vessel Code.
  - 3.7.2.9 All gasketed and packed joints shall have a minimum design pressure rating of the pump shut-off pressure plus 15 psi.

DESIGN FEATURES

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3.8 Combustible Gas Monitoring During MPC Lid Welding

During MPC lid-to-shell welding operations, combustible gas monitoring of the space under the MPC lid is required, to ensure that there is no combustible mixture present in the welding area.

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