

possible damage in the event the fuel assembly becomes mechanically bound as it is withdrawn from the reactor vessel. The proposed overload cutoff limit was determined as follows:

Overload Cut Off limit=(Hoist Wet Weight)+(Grapple Wet Weight)+(Max Wet Fuel Weight)+90lbs.

Where:

- (a) Hoist and Grapple Wet Weight=176 lbs.
- (b) Maximum Wet Fuel Weight=1334 lbs.

The basis for the 90 pounds had two considerations: (1) to be large enough to account for friction loads during fuel assembly withdrawal; and, (2) to be small enough to ensure that while lifting a minimum weight fuel assembly, the loads imposed on a mechanically bound fuel assembly are below the design limit specified by the fuel manufacturer. The maximum value for the existing overload cut off limit was specified by the fuel manufacturer to be 1602 pounds.

The revised overload cut off limit does not decrease the factor of safety for the refueling machine hoist below the Crane Manufacturer's [sic] Association of America (CMAA) Standard 70 required value of 5/1.

Therefore, the proposed change for the refueling machine overload cut off limit will not significantly increase the probability or consequences of an accident previously evaluated and will remain bounded by the accident analysis of Chapter 15 of the Updated Final Safety Analysis Report (UFSAR).

Standard 2—Does the proposed change create the possibility of a new or different kind of accident from any accident previously evaluated?

The proposed Technical Specification amendment to Sections 3.9.6 and 4.9.6.1 would provide a revised refueling machine hoist overload cut off limit that is appropriate for the increased weight of the fuel assemblies. The increased weight of fuel assemblies results from design and fabrication improvements such as denser fuel pellets, laser welded GUARDIAN™ grids, and laser welded spacer grids. The fuel overload cut off limit was incorporated on the refueling machine hoist to protect the core internals and pressure vessel from possible damage in the event the fuel assembly becomes mechanically bound as it is withdrawn from the reactor vessel. The proposed overload cut off limit was determined as follows:

Overload Cut Off limit=(Hoist Wet Weight)+(Grapple Wet Weight)+(Max Wet Fuel Weight)+90 lbs.

Where:

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was specified by the fuel manufacturer to be 1602 pounds to limit the potential for damage to the fuel assemblies.

The accident of concern related to the change in the refueling machine overload cut off limit is the Fuel Handling Accident. This accident occurs when a fuel bundle becomes disengaged from the refueling machine grapple. The change of the refueling machine overload cut off limit does not change the way in which the refueling machine grapple engages the fuel assemblies. Since fuel handling is the subject of change, no new or different kinds of accidents are created.

Therefore, it can be concluded that the proposed change to Sections 3.9.6 and 4.9.6.1 will not create the possibility of a new or different kind of accident from any accident previously evaluated.

Standard 3—Does the proposed change involve a significant reduction in a margin of safety.

The proposed Technical Specification amendment to Sections 3.9.6 and 4.9.6.1 would provide a revised refueling machine hoist overload cut off limit that is appropriate for the increased weight of the fuel assemblies. The increased weight of fuel assemblies results from design and fabrication improvements such as denser fuel pellets, laser welded GUARDIAN™ grids, and laser welded spacer grids. The overload cut off limit was incorporated on the refueling machine hoist to protect the core internals and pressure vessel from possible damage in the event the fuel assembly becomes mechanically bound as it is withdrawn from the reactor vessel. The proposed overload cut off limit was determined as follows:

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The overload cut off limit is not a parameter used in the analysis of a Fuel Handling Accident. The conclusion regarding the radiological consequences of the Fuel Handling Accident remain valid, and there is no decrease in the margin of safety.

Therefore, it can be concluded that the proposed change will maintain the integrity of the fuel assemblies and reactor vessel internals and does not involve a significant reduction in the margin of safety.

The NRC staff has reviewed the licensee's analysis and, based on this review, it appears that the three standards of 10 CFR 50.92(c) are satisfied. Therefore, the NRC staff

proposes to determine that the amendment request involves no significant hazards consideration.

The Commission is seeking public comments on this proposed determination. Any comments received within 30 days after the date of publication of this notice will be considered in making any final determination.

Normally, the Commission will not issue the amendments until the expiration of the 30-day notice period. However, should circumstances change during the notice period such that failure to act in a timely way would result, for example, in derating or shutdown of the facility, the Commission may issue the license amendments before the expiration of the 30-day notice period, provided that its final determination is that the amendments involve no significant hazards consideration. The final determination will consider all public and State comments received. Should the Commission take this action, it will publish in the **Federal Register** a notice of issuance and provide for opportunity for a hearing after issuance. The Commission expects that the need to take this action will occur very infrequently.

Written comments may be submitted by mail to the Rules Review and Directives Branch, Division of Freedom of Information and Publications Services, Office of Administration, U.S. Nuclear Regulatory Commission, Washington, DC 20555, and should cite the publication date and page number of this **Federal Register** notice. Written comments may also be delivered to Room 6D22, Two White Flint North, 11545 Rockville Pike, Rockville, Maryland, from 7:30 a.m. to 4:15 p.m. Federal workdays. Copies of written comments received may be examined at the NRC Public Document Room, the Gelman Building, 2120 L Street, NW., Washington, DC.

The filing of requests for hearing and petitions for leave to intervene is discussed below.

By February 6, 1995, the licensee may file a request for a hearing will respect to issuance of the amendments to the subject facility operating license and any person whose interest may be affected by this proceeding and who wishes to participate as a party in the proceeding must file a written request for a hearing and a petition for leave to intervene. Requests for a hearing and a petition for leave to intervene shall be filed in accordance with the Commission's "Rules of Practice for Domestic Licensing Proceedings" in 10 CFR Part 2. Interested persons should