Dated: February 20, 1998.

Ray Smith,

Alternate Federal Register Liaison Officer.

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NATIONAL TRANSPORTATION SAFETY BOARD

Sunshine Act Meeting; Public Symposium on Family and Victim Assistance for Transportation Disasters

On September 28 and 29, 1998, at the Hyatt Regency Crystal City, 2799 Jefferson Davis Highway, Arlington, VA, the National Transportation Safety Board will host an international symposium to discuss the role of government and industry in the care of victims and their families following major transportation disasters. For more information, contact Liz Cotham, NTSB Office of Family Assistance, at (202) 314–6100 or Matt Furman, NTSB Office of Public Affairs, at (202) 314–6100.

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NUCLEAR REGULATORY COMMISSION

[Docket No. 50–368]

Entergy Operations, Inc.; Notice of Consideration of Issuance of Amendment to Facility Operating License, Proposed No Significant Hazards Consideration Determination, and Opportunity for a Hearing

The U.S. Nuclear Regulatory Commission (the Commission) is considering issuance of an amendment to Facility Operating License No. DPR–51 issued to Entergy Operations, Inc., (the licensee) for operation of the Arkansas Nuclear One, Unit No. 1 (ANO–1), located in Pope County, Arkansas.

The proposed amendment would allow the use of the repair roll technology (reroll) for the upper tubesheet region of the ANO–1 steam generators. The reroll technology is proposed as an alternative to the existing technical specification requirements to either sleeve or plug steam generator tubes found during inservice inspections to have defects that exceed the stated repair criteria. The reroll process has been developed to repair tubes with flaws in the tubesheet region by creating a new mechanical tube to tubesheet structural joint below the tube defect indications.

Before issuance of the proposed license amendment, the Commission will have made findings required by the Atomic Energy Act of 1954, as amended (the Act) and the Commission's regulations.

The Commission has made a proposed determination that the amendment request involves no significant hazards consideration. Under the Commission's regulations in 10 CFR 50.92, this means that operation of the facility in accordance with the proposed amendment would not (1) involve a significant increase in the probability or consequences of an accident previously evaluated; or (2) create the possibility of a new or different kind of accident from any accident previously evaluated; or (3) involve a significant reduction in a margin of safety. As required by 10 CFR 50.91(a), the licensee has provided its analysis of the issue of no significant hazards consideration, which is presented below:

1. Does Not Involve a Significant Increase in the Probability or Consequences of an Accident Previously Evaluated.

The reroll process utilizes the original tube configuration and extends the roll expanded region. Thus all of the design and operating characteristics of the steam generator and connected systems are preserved. The reroll joint length has been analyzed and tested for design, operating, and faulted condition loading.

The qualification of the reroll joint is based on establishing a mechanical roll length which will carry all of the structural loads imposed on the tubes with required margins. A series of tests and analyses were performed to establish this length. Tests that were performed included leak, tensile, fatigue, ultimate load, and eddy current measurement uncertainty. The analyses evaluated plant operating and faulted loads in addition to tubesheet bow effects. Testing and analysis evaluated the tube springback and radial contact stresses due to temperature, pressure, and tubesheet bow. At worst case, a tube leak would occur with the result being a primary to secondary system leak. Any tube leakage would be bounded by the ruptured tube evaluation which has been previously analyzed. The potential for a tube rupture is not increased by the use of the reroll process.

The reroll process establishes a new pressure boundary for the associated tube in the upper tubesheet below the flaw. Qualification testing indicates that normal and faulted leakage from the new pressure boundary joint would be well below the Technical Specification limits. Since the normal and faulted leak rates are well within the Technical Specification limits, the analyzed accident scenarios are still bounding.

Applying a hydraulic expansion prior to making a repair roll near the secondary face of the upper tubesheet minimizes the potential for Obrigheim denting of the tube above the new roll. The hydraulic expansion does not have an adverse impact on the structural integrity of the tube or tubesheet. A tube that is rerolled deep into the tubesheet and not hydraulically expanded has the potential of denting inward if water is trapped between the new and old roll regions. The dented portion of the tube would be outside the pressure boundary and therefore not a safety concern. If the tube were dented, such that future inspections would not be possible, the tube would have to be removed from service.

Based on the Framatome Technologies Inc. qualification, as well as the history for similar industry repair rolls, there are no new safety issues associated with a reroll repair. Therefore, this change does not involve a significant increase in the probability or consequences of any accident previously evaluated.

2. Does Not Create the Possibility of a New or Different Kind of Accident from any Previously Evaluated.

The reroll process establishes a new pressure boundary for the associated tube in the upper tubesheet below the flaw. The new roll transition may eventually develop primary water stress corrosion cracking (PWSCC) and require additional repair. Industry experience with roll transition cracking has shown that PWSCC in roll transitions are normally short axial cracks, with extremely low leak rates. The standard MRPC eddy current inspection during the refueling outages have proven to be successful in detecting these defects early enough in their progression to facilitate repair.

In the unlikely event the rerolled tube failed and severed completely at the transition of the reroll region, the tube would retain engagement in the tubesheet bore, preventing any interaction with neighboring tubes. In this case, leakage is minimized and is well within the assumed leakage of the design basis tube rupture accident. In addition, the possibility of rupturing multiple steam generator tubes is not increased. Therefore, this change does not create the possibility of a new or different kind of accident from any previously evaluated.

3. Does Not Involve a Significant Reduction in the Margin of Safety.

A tube with degradation can be kept in service through the use of the reroll process. The new roll expanded interface created with the tubesheet satisfies all of the necessary structural and leakage requirements. Since the joint is constrained within the tubesheet bore, there is no additional risk associated with tube rupture. Therefore, the analyzed accident scenarios remain bounding, and the use of the reroll process does not reduce the margin of safety. Consequently, this change does not involve a significant reduction in the margin of safety.

Based upon the reasoning presented above and the previous discussion of the amendment request, Entergy Operations has determined that the requested change does not involve a significant hazards consideration.