50-334

UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

October 17, 1997

Mr. J. E. Cross
President-Generation Group
Duquesne Light Company
Post Office Box 4
Shippingport, PA 15077

SUBJECT: CLARIFICATION OF SAFETY EVALUATION FOR AMENDMENT NO. 206 TO FACILITY OPERATING LICENSE NO. DPR-66 AND AMENDMENT NO. 85 TO FACILITY OPERATING LICENSE NO. NPF-73, BEAVER VALLEY POWER STATION, UNIT NOS. 1 AND 2 (TAC NOS. M96622 AND M96623)

Dear Mr. Cross:

By letter dated September 18, 1997, the NRC issued Amendment No. 206 to Facility Operating License No. DPR-66 and Amendment No. 85 to Facility Operating License No. NPF-73 for the Beaver Valley Power Station, Unit Nos. 1 and 2 (BVPS-1 and BVPS-2). These amendments revised several technical specifications associated with the auxiliary feedwater (AFW) system for both units. Enclosure 3 to that letter provided the NRC staff's safety evaluation and its basis for approval of those amendments. In that evaluation, the NRC staff provided a description of the AFW system for both units as follows:

> "The AFW system for each unit includes one steam turbine-driven (TD) pump and two motor-driven (MD) pumps, with the TD pump having twice the capacity of each MD pump. The TD pump for BVPS-1 can receive steam from two of the three main steam lines upstream of the main steam isolation valves (MSIVs). The TD pump for BVPS-2 can receive steam from all three main steam lines upstream of the MSIVs. For both BVPS-1 and BVPS-2, two operable steam supplies are necessary to meet all design basis events concurrent with the worst case single active failure. The AFW pump discharge headers are connected in such a fashion to permit AFW delivery to any one, two, or all three steam generators (SGs). AFW is ultimately fed to the SGs via three main feedwater injection (MFW) headers, downstream of the MFW isolation valves. There are two AFW supply headers (Trains A and B), each feeding all three MFW injection headers via individual motor operated valves (MOVs) such that there are a total of six MOVs, three associated with Train A and three associated with Train B. Normally, the Train A MD pump is lined up to the Train A supply header, with the Train B MD pump lined up to the Train B supply header. The TD pump is normally lined up to either one of the two supply headers. In this manner each of the three pumps is normally lined up to automatically feed all three SGs. Each pump has the capability to be lined up to either or both of the AFW supply headers through manually controlled valves at the discharge of each pump. Each AFW pump normally takes suction from the seismic Category I demineralized water storage tank (WT-TK-10 for Unit 1, and TK-210 for Unit 2) via independent suction lines."

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As a matter of clarification, the next to last sentence which describes the capability of each pump (two motor-driven and one turbine-driven pump) to be lined up to either or both supply headers only applies to BVPS-1. For BVPS-2, only the turbine-driven pump can be lined up to either or both supply headers. The cross-connect feature of the motor-driven pumps at BVPS-1 did not provide a basis for any of the NRC staff's conclusions regarding the acceptability of the technical specifications of the AFW system design. Therefore, the NRC staff's conclusions set forth in the safety evaluation are unaffected by this clarification.

We apologize for any inconvience caused by this matter.

Sincerely,

Donald S. Brinkman

Donald S. Brinkman, Senior Project Manager
Project Directorate I-2
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Docket Nos. 50-334 and 50-412

cc: See next page

As a matter of clarification, the next to last sentence which describes the capability of each pump (two motor-driven and one turbine-driven pump) to be lined up to either or both supply headers only applies to BVPS-1. For BVPS-2, only the turbine-driven pump can be lined up to either or both supply headers. The cross-connect feature of the motor-driven pumps at BVPS-1 did not provide a basis for any of the NRC staff's conclusions regarding the acceptability of the technical specifications of the AFW system design. Therefore, the NRC staff's conclusions set forth in the safety evaluation are unaffected by this clarification.

We apologize for any inconvience caused by this matter.

Sincerely,

/s/

Donald S. Brinkman, Senior Project Manager
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Office of Nuclear Reactor Regulation

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