

EFFECT OF INOPERABLE ACTUATOR TRAINS ON MSIV OPERABILITY

CALLAWAY PLANT, UNIT 1

In the existing Callaway Technical Specification (TS) 3.7.3 on the Main Steam Isolation Valve (MSIV), the operability of the MSIV actuator trains is addressed.

EX5

The licensee for Callaway has submitted a license amendment request (LAR) by the letter dated May 26, 2005, to include the loss of one of two actuator trains in the TSs. There have been discussions between Region IV and NRC Headquarters on the question about if the loss of one actuator made the MSIV inoperable and the plant project manager requested that the licensee submit a LAR to resolved the issue. Therefore, since the Operability determination of an MSIV can be slightly involved, the licensee has proposed a license amendment to incorporate MSIV actuator trains into the TS, thereby reducing the need for operator judgement in associated operability determinations.

In the licensee LAR, it is clearly stated that (1) the two actuator trains on each MSIV are dual and redundant trains and (2) each actuator train is designed so that a single train can close the MSIV by itself as required by the appropriate safety analyses. Each MSIV Actuator has two redundant and independent actuator trains. The Callaway design basis calculation of record (COR) concludes that peak post accident containment pressure is bounded with one inoperable actuator.

OS

The line drawings sent to NRC from the licensee to support a conference call with Region IV on MSIV operability support these statements. There are check valves to prevent one actuator train discharging fluid into the other train so that the trains are isolated from each other.

EX5

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