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MFN 05-169, Supplement 2

Docket No. 52-010

October 5, 2007

U.S. Nuclear Regulatory Commission
Document Control Desk
Washington, D.C. 20555-0001

**Subject: Response to Portion of NRC Request for Additional Information Letter
No. 3 Related to ESBWR Design Certification Application, RAI Number
19.2.4-1S01.**

The purpose of this letter is to supplement the GE-Hitachi Nuclear Energy Americas LLC (GEH) response to the U.S. Nuclear Regulatory Commission (NRC) Request for Additional Information (RAI) sent by NRC in Reference 1 and responded to in Reference 2. This letter provides further discussion as requested from the NRC Staff via email. The response to that question is addressed in Enclosure 1 as RAI Number 19.2.4-1S01.

If you have any questions or require additional information, please contact me.

Sincerely,



James C. Kinsey
Vice President, ESBWR Licensing

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HRO

References:

1. MFN 05-156, Letter from U. S. Nuclear Regulatory Commission (NRC) to David Hinds (GE), *Request for Additional Information Letter No.3 for the ESBWR Design Certification Application*, December 8, 2005.
2. MFN 05-169, *Response to NRC Request for Additional Information Letter No. 3 Related to ESBWR Design Certification Application – Chapter 19 –PRA & Severe Accident*, December 29, 2005.

Enclosure:

1. MFN 05-169, Supplement 2, *Response to Portion of NRC Request for Additional Information Letter No. 3 Related to ESBWR Design Certification Application ESBWR Probabilistic Risk Assessment RAI Number 19.2.4-1.*

cc:	AE Cabbage	USNRC (with enclosure)
	GB Stramback	GEH/San Jose (with enclosure)
	RE Brown	GEH/Wilmington (with enclosure)
	eDRF Section	0000-00074-9582

Enclosure 1

MFN 05-169, Supplement 2

**Response to Portion of NRC Request for
Additional Information Letter No. 3
Related to ESBWR Design Certification Application
ESBWR Probabilistic Risk Assessment
RAI Number 19.2.4-1 S01**

NRC RAI 19.2.4-1 S01

The response provided to RAI 19.1-18 discussed uncertainty and sensitivity analyses related to the EPRI BWR Applications Guidelines. This report only addressed thermal-hydraulic phenomena that are important to predicting severe accident sequences. It did not address severe accident-related model parameters, nor did the response to the RAI. Please document any analyses in which MAAP model parameters were varied, particularly those related to peak drywell pressure during a high-pressure scenario and to the potential for drywell liner failure in sequences where the BiMAC does not function.

GEH Response

See response to RAI 19.1-18 S01.

DCD/NEDO 33201 Impact

No DCD changes will be made in response to this RAI.

No changes to the subject NEDO-33201 will be made in response to this RAI.