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**James Knubel**
Senior Vice President and
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IPN-97-045

U.S. Nuclear Regulatory Commission
ATTN: Document Control Desk
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Subject: **Indian Point 3 Nuclear Power Plant**
**Docket No. 50-286**
**1996 Emergency Core Cooling System Evaluation Changes**

Reference: Westinghouse letter (INT-97-202), M. J. Proviano to R. J. Barrett, "10 CFR 50.46 Annual Notification and Reporting," dated February 17, 1997.

Dear Sir:

This letter describes several changes to the emergency core cooling system (ECCS) evaluation model, and the effects of these changes on the peak cladding temperature (PCT). This letter satisfies the annual reporting requirements of 10 CFR 50.46(a)(3)(ii).

The Authority has reviewed the small and large break loss of coolant accident (LOCA) evaluation model changes for 1996 described in the referenced letter. A brief description of each change is presented below.

Small Break LOCA Evaluation Model Changes

- Loop Seal Elevation Error - An error was discovered in raw plant geometric data that supports input to the Evaluation Model codes. The erroneous datum was a term associated with the relative elevation of the crossover leg. This error resulted in a 38°F decrease in the PCT.

- SBLOCTA Fuel Rod Initialization - An error was discovered in the SBLOCTA code related to adjustments which are made as part of the fuel rod initialization process which is used to obtain agreement between the SBLOCTA model and the fuel data supplied from the fuel thermal-hydraulic design calculations at full power, steady-state conditions. Representative plant calculations have assigned a 10°F increase to the calculated PCT for this issue.

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Large Break LOCA Evaluation Model Change

- Translation of Fluid Conditions From SATAN to LOCTA - An error was discovered in the coding related to the translation of fluid conditions between the SATAN blowdown hydraulics code and the LOCTA code used for subchannel analysis of the fuel rods. Representative plant calculations have assigned a 15°F increase to the calculated PCT for this issue.

The Authority has reviewed the previously described changes and has determined that the Indian Point 3 PCT is well below the maximum fuel cladding temperature of 2200°F, and that Indian Point 3 continues to comply with 10 CFR 50.46.

No commitments are being made by the Authority in this submittal. If you have any questions, please contact Ms. C. D. Faison.

Very truly yours,

J. Knubel

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