



James Knubel
Senior Vice President and
Chief Nuclear Officer

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IPN-97-106

U.S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, DC 20555

Subject: **Indian Point 3 Nuclear Power Plant**
Docket No. 50-286
Emergency Core Cooling System Evaluation Changes

- References:
1. Westinghouse letter (97IN-G-0044), K. C. Hoskins to P. Lemberg, "Cycle 10 LOCA PCT Summary Sheets," dated May 23, 1997.
 2. Westinghouse letter (INT-97-661), R. R. Laubham to G. Canavan, "LOCA Analysis Input Database Error," dated July 15, 1997.
 3. NRC letter, G. F. Wunder to J. Knubel (Amendment 175), "Issuance of Amendment for Indian Point Nuclear Generating Unit No. 3," dated July 15, 1997.
 4. NRC letter, G. F. Wunder to J. Knubel, "Correction to Safety Evaluation Related to Amendment 175 - Use of VANTAGE + Fuel - Indian Point Nuclear Generating Unit No. 3 (TAC No. M97482)," dated July 17, 1997.
 5. NYPA letter (IPN-97-045), J. Knubel to NRC, "1996 Emergency Core Cooling System Evaluation Changes," dated March 24, 1997.

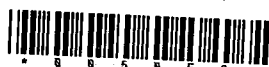
Dear Sir:

This letter reports changes to the emergency core cooling system peak cladding temperature (PCT) for both a large and small break loss of coolant accident (LOCA). This letter satisfies the reporting requirements of 10 CFR 50.46(a)(3)(ii) for significant changes to the PCT. This letter also satisfies the annual reporting requirements of 10 CFR 50.46(a)(3)(ii) if no other PCT changes occur in 1997.

The Authority has reviewed the small and large break loss of coolant accident (LOCA) PCT changes as provided in References 1 and 2. The changes to the small break LOCA PCT reported by Reference 1 are the result of the use of a different fuel type (VANTAGE +) and associated fuel parameters. (References 3 and 4 approved the use of VANTAGE + at Indian Point 3 for Cycle 10.) Reference 2 described an error in the electronic input database used for

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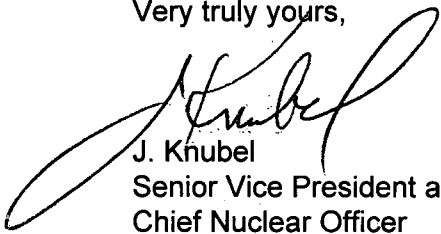
the Indian Point 3 LOCA analyses. Specifically, the specified distance between the reactor coolant pump inlet and discharge centerline was incorrect. The combination of these changes results in a 180°F increase in the small break LOCA PCT, as compared to the PCT results used as a basis for Reference 5. This change is greater than 50°F and is therefore significant, as defined by 10 CFR 50.46(a)(3)(ii).

The large break LOCA PCT remains unchanged. The use of VANTAGE + fuel results in a PCT benefit and the error reported in Reference 2 has a negligible effect. Therefore, the limiting large break LOCA PCT is still the result of the use of VANTAGE 5 fuel, and remains unchanged since submittal of Reference 5.

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
Senior Vice President and
Chief Nuclear Officer

cc: Regional Administrator
U.S. Nuclear Regulatory Commission
475 Allendale Road
King of Prussia, PA 19406

Resident Inspector's Office
Indian Point Unit 3
U.S. Nuclear Regulatory Commission
P.O. Box 337
Buchanan, NY 10511

Mr. George F. Wunder, Project Manager
Project Directorate I-1
Division of Reactor Projects I/II
U.S. Nuclear Regulatory Commission
Mail Stop 14B2
Washington, DC 20555