

TurkeyPointRAIsPEm Resource

From: Comar, Manny
Sent: Thursday, July 29, 2010 4:41 PM
To: TurkeyPointRAIsPEm Resource
Subject: REQUEST FOR ADDITIONAL INFORMATION LETTER NO. 001 RELATED TO SRP SECTION 03.03.01- WIND LOADING FOR THE TURKEY POINT NUCLEAR PLANT UNITS 6 AND 7 COMBINED LICENSE APPLICATION
Attachments: PTN-RAI-LTR-001.doc

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Subject: REQUEST FOR ADDITIONAL INFORMATION LETTER NO. 001 RELATED TO SRP SECTION 03.03.01- WIND LOADING FOR THE TURKEY POINT NUCLEAR PLANT UNITS 6 AND 7 COMBINED LICENSE APPLICATION

Sent Date: 7/29/2010 4:41:19 PM

Received Date: 7/29/2010 4:41:27 PM

From: Comar, Manny

Created By: Manny.Comar@nrc.gov

Recipients:

"TurkeyPointRAIsPEm Resource" <TurkeyPointRAIsPEm.Resource@nrc.gov>

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Priority: Standard

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Expiration Date:

Recipients Received:

July 29, 2010

Mano K. Nazar
Senior Vice President and Chief Nuclear Officer
Florida Power & Light Company
Mail Stop NNP/JB
700 Universe Blvd
Juno Beach, FL 33408-0420

SUBJECT: REQUEST FOR ADDITIONAL INFORMATION LETTER NO. 001 RELATED TO
SRP SECTION 03.03.01 - WIND LOADING FOR THE TURKEY POINT
NUCLEAR PLANT UNITS 6 AND 7 COMBINED LICENSE APPLICATION

Dear Mr. Nazar:

By letter dated June 30, 2009, as supplemented by a letter dated August 7, 2009, Florida Power and Light submitted its application to the U. S. Nuclear Regulatory Commission (NRC) for a combined license (COL) for two AP1000 advanced passive pressurized water reactors pursuant to 10 CFR Part 52. The NRC staff is performing a detailed review of this application to enable the staff to reach a conclusion on the safety of the proposed application.

The NRC staff has identified that additional information is needed to continue portions of the review. The staff's request for additional information (RAI) is contained in the enclosure to this letter.

To support the review schedule, you are requested to respond within 30 days of the date of this letter. If changes are needed to the final safety analysis report, the staff requests that the RAI response include the proposed wording changes.

If you have any questions or comments concerning this matter, you may contact me at 301-415-3863 or manny.comar@nrc.gov.

Sincerely,

/RA/

Manny Comar, Lead Project Manager
AP1000 Projects Branch 1
Division of New Reactor Licensing
Office of New Reactors

Docket Nos. 52-040
52-041

Enclosure:
Request for Additional Information

CC: see next page

If you have any questions or comments concerning this matter, you may contact me at 301-415-3863 or manny.comar@nrc.gov.

Sincerely,

/RA/

Manny Comar, Lead Project Manager
AP1000 Projects Branch 1
Division of New Reactor Licensing
Office of New Reactors

Docket Nos. 52-040
52-041
eRAI Tracking No. 4759

Enclosure:
Request for Additional Information

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NRO-002

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NAME	BThomas*	MComar*	PMoulding*	MComar*
DATE	05/26/10	06/25/10	07/8/10	07/29/10

*Approval captured electronically in the electronic RAI system.

OFFICIAL RECORD COPY

Request for Additional Information No.4759

7/29/2010

Turkey Point Units 6 and 7
Florida P and L
Docket No. 52-040 and 52-041
SRP Section: 03.03.01 - Wind Loading
Application Section: FSAR 3.3.1

QUESTIONS from Structural Engineering Branch 1 (AP1000/EPR Projects) (SEB1)

03.03.01-1

Per 10 CFR Part 50, GDC2; safety-related structures shall reflect: (1) Appropriate consideration of the most severe of the natural phenomena that have been historically reported for the site and surrounding area, with sufficient margin for the limited accuracy, quantity, and period of time in which the historical data have been accumulated, (2) appropriate combinations of the effects of normal and accident conditions with the effects of the natural phenomena and (3) the importance of the safety functions to be performed.

The second paragraph in FSAR section 3.3.3 states that the site wind velocity characteristics exceed the design wind velocity values given in DCD Subsection 3.3.1.1 for the AP1000 plant. It also states that the higher wind velocity will not have an adverse impact on safety-related structures and components.

1 - Provide a technical justification, which could include, but not be limited to, an engineering evaluation, with structural calculations or analyses performed, to support the statement above that the higher wind velocity will not have an adverse impact on safety-related structures and components.

2 – Explain how the safety-related structures of Turkey Point Units 6 and 7 comply with GDC 2 which requires appropriate consideration of the most severe natural phenomena historically reported, with sufficient margin. This explanation should include, and not be limited to, a comprehensive engineering evaluation of the strongest winds over the safety related structures and whether these structures will remain functional, as required by GDC 2.