



South Texas Project Electric Generating Station 4000 Avenue F – Suite A Bay City, Texas 77414

August 4, 2010
U7-C-STP-NRC-100181

U. S. Nuclear Regulatory Commission
Attention: Document Control Desk
One White Flint North
11555 Rockville Pike
Rockville MD 20852-2738

South Texas Project
Units 3 and 4
Docket Nos. 52-012 and 52-013
Response to Request for Additional Information

Attached is the response to the NRC staff question included in Request for Additional Information (RAI) letter number 352 related to AIA for the South Texas Project Units 3 & 4 Combined License Application. This submittal completes the response to this RAI letter.

The attachment addresses the response to the RAI question listed below:

RAI 01-18

There are no commitments in this letter.

If you have any questions, please contact Scott Head at (361) 972-7136, or Bill Mookhoek at (361) 972-7274.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on 8/4/2010

A handwritten signature in cursive script that reads "Mark McBurnett".

Mark McBurnett
Vice President, Oversight & Regulatory Affairs
South Texas Project Units 3 & 4

rhs
Attachment: RAI 01-18

STI 32715433

DOI
NKO

cc: w/o attachment except*
(paper copy)

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RAI 01-18**QUESTION**

The ABWR DCR is being amended by STPNOC to implement 10CFR50.150, "Aircraft Impact Assessment". The application for this amendment, which is currently under review, includes design changes to existing SSCs and description of key design features in Revision 4 of the ABWR Design Control Document that are necessary to mitigate the consequences of an aircraft impact. Since the STP Units 3&4 COL FSAR is expected to be revised and will be submitted to the NRC in September, 2010, please provide information on the following:

1. Please advise if Revision 4 to the STP Units 3&4 COL application will include aircraft impact assessment described in the ABWR DCR amendment application. Please reference any site specific design changes to address the aircraft impact assessment.
2. The current STP Units 3&4 application has multiple Tier 1 and Tier 2 departures, please advise if any of the key design features in the amendment are affected by these departures, and confirm that these key design features credited in the application are still valid in aircraft impact assessment.
3. Explain how the Tier 1 and Tier 2 departures in the COL application may affect or be affected by the design changes proposed in the ABWR DCD. In addition, what revisions are expected in Part 7, Departure Report, in the STP Units 3&4 COL application resulting from the ABWR DCR amendment. In addition, please advise if Revision 4 of the COL application will have additional departures to implement the aircraft impact assessment.

RESPONSE:

1. Revision 4 to the STP Units 3&4 COL application will incorporate by reference the ABWR DCD amendment application for aircraft impact. There are no STP 3&4 site specific design changes anticipated for the aircraft impact assessment. It should be noted that, for any proposed future design changes for STP 3&4, those changes will include consideration of any impacts on key design features credited in the AIA assessment.
2. A review of all of the Tier 1 and Tier 2 STP 3&4 departures, as described in Part 7 of Revision 3 of the STP 3&4 COLA, was conducted. The results of that review show that there are a number of STP 3&4 departures that relate to the key design features which are credited in the AIA assessment as described in Appendix 19S. However, after evaluation of these departures by STPNOC, it was determined that none of these departures affects the overall conclusions in Appendix 19S relative to aircraft impact; that is, the key design features credited in the application are still valid for the aircraft assessment.
3. As part of the same departure review performed in Item 2, a review of all of the Tier 1 and Tier 2 STP 3&4 departures was conducted to determine if any of those departures were impacted by the design changes identified in the DCD amendment application for aircraft impact. Based on that review, STPNOC has determined that none of the Tier 1

and Tier 2 departure descriptions or evaluations is affected by the aircraft impact design changes. Also, there will be no additional departures for STP 3&4 to implement the aircraft impact assessment.

There is no COLA change required as a result of this response.