

## ArevaEPRDCPEm Resource

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**From:** BRYAN Martin (EXTERNAL AREVA) [Martin.Bryan.ext@areva.com]  
**Sent:** Monday, December 06, 2010 4:45 PM  
**To:** Tesfaye, Getachew  
**Cc:** DELANO Karen (AREVA); ROMINE Judy (AREVA); BENNETT Kathy (AREVA); KOWALSKI David (AREVA)  
**Subject:** Response to U.S. EPR Design Certification Application RAI No. 454, FSAR Ch. 9  
**Attachments:** RAI 454 Response US EPR DC.pdf

Getachew,

Attached please find AREVA NP Inc.'s response to the subject request for additional information (RAI). The attached file, "RAI 454 Response US EPR DC," provides a schedule since a technically correct and complete response to the question is not provided.

The following table indicates the respective pages in the response document, "RAI 454 Response US EPR DC.pdf," that contain AREVA NP's response to the subject question.

Question #	Start Page	End Page
RAI 454 — 09.01.04-19	2	3

The schedule for a technically correct and complete response to the question is provided below.

Question #	Response Date
RAI 454 — 09.01.04-19	March 25, 2011

Sincerely,

Martin (Marty) C. Bryan  
U.S. EPR Design Certification Licensing Manager  
AREVA NP Inc.  
Tel: (434) 832-3016  
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[Martin.Bryan.ext@areva.com](mailto:Martin.Bryan.ext@areva.com)

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**From:** Tesfaye, Getachew [<mailto:Getachew.Tesfaye@nrc.gov>]  
**Sent:** Friday, November 05, 2010 8:37 AM  
**To:** ZZ-DL-A-USEPR-DL  
**Cc:** Curran, Gordon; Segala, John; Lee, Samuel; Hearn, Peter; Colaccino, Joseph; ArevaEPRDCPEm Resource  
**Subject:** U.S. EPR Design Certification Application RAI No. 454(5108), FSAR Ch. 9

Attached please find the subject requests for additional information (RAI). A draft of the RAI was provided to you on October 27, 2010, and on November 3, 2010, you informed us that the RAI is clear and no further clarification is needed. As a result, no change is made to the draft RAI. The schedule we have established for review of your application assumes technically correct and complete responses within 30 days of receipt of RAIs. For any RAIs that cannot be answered within 30 days, it is expected that a date for receipt of this information will be provided to the staff within the 30 day period so that the staff can assess how this information will impact the published schedule.

Thanks,  
Getachew Tesfaye

Sr. Project Manager  
NRO/DNRL/NARP  
(301) 415-3361

**Hearing Identifier:** AREVA\_EPR\_DC\_RAIs  
**Email Number:** 2337

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**Subject:** Response to U.S. EPR Design Certification Application RAI No. 454, FSAR Ch. 9  
**Sent Date:** 12/6/2010 4:44:52 PM  
**Received Date:** 12/6/2010 4:44:55 PM  
**From:** BRYAN Martin (EXTERNAL AREVA)

**Created By:** Martin.Bryan.ext@areva.com

**Recipients:**

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Tracking Status: None

**Post Office:** AUSLYNCMX02.adom.ad.corp

<b>Files</b>	<b>Size</b>	<b>Date &amp; Time</b>
MESSAGE	2070	12/6/2010 4:44:55 PM
RAI 454 Response US EPR DC.pdf		61949

**Options**

**Priority:** Standard  
**Return Notification:** No  
**Reply Requested:** No  
**Sensitivity:** Normal  
**Expiration Date:**  
**Recipients Received:**

**Response to**

**Request for Additional Information No. 454(5108), Revision 0**

**11/05/2010**

**U.S. EPR Standard Design Certification**

**AREVA NP Inc.**

**Docket No. 52-020**

**SRP Section: 09.01.04 - Light Load Handling System (Related to Refueling)**

**Application Section: 9.1.4**

**QUESTIONS for Balance of Plant Branch 1 (AP1000/EPR Projects) (SBPA)**

**Question 09.01.04-19:**

For fuel transfer into and out of the fuel storage facility, some current operating reactors rely on the heavy load handling overhead crane. In most plants, the design is consistent with RG 1.13, specifying that the crane be restricted from travel over the spent fuel pool. However, some plants have the new fuel elevator located in the spent fuel pool and the overhead crane does move over a portion of the pool, similar to EPR design. In these cases, plants load fuel with auxiliary hoists on overhead cranes provided spent fuel is not stored nearby and there is reasonable assurance that a fuel assembly drop would not cause a loss of pool water that would damage or uncover fuel.

As a result of communications with the applicant, it became clear to the staff that the FSAR does not adequately describe the process that the EPR intends to use for moving new fuel above deck to the new fuel elevator and what provisions are provided to prohibit movement over spent fuel. During the call, AREVA confirmed that the fuel building (FB) auxiliary crane is primarily used for new fuel handling.

However, the details of the handling of fuel by the use of the FB aux crane are not included in Section 9.1.4 or 9.1.5 of the FSAR.

Therefore, the staff has the following questions and clarifications:

- a. Clarify whether the FB aux crane (20 ton main hoist) contains multiple hoists that are used to move fuel. If so, confirm the capacity of the other hoists and whether all hoists on the FB aux crane are single-failure proof.
- b. Describe how the FB Aux Hoist will be used to handle new fuel from fuel containers to fuel elevator. (RAI 9.1.4-4 response seems to include this, but the FSAR does not.)
- c. Explain the safe/normal load path of new fuel and describe any provisions that are included to ensure load path is followed. In addition, describe the interlocks or other methods provided to prohibit new fuel and other loads from inadvertently traveling over spent fuel.
- d. Confirm whether or not a fuel drop has been analyzed for a drop height above deck into the SFP to verify that the drop of a fuel assembly will not drain the SFP to uncover fuel or justify other means to prevent this. If not, please provide justification.
- e. Provide dimensions/clearances between the new fuel elevator (NFE) in the spent fuel pool and the spent fuel assemblies/rack.
- f. Since the handling tools are not described in the FSAR, describe the handling tools/devices used to move new fuel to the NFE with the appropriate hoists. In addition, provide handling tool description in the FSAR for movement of the new and spent fuel (long handling tool, short handling tool, mast) above deck, in SFP, and in reactor. Describe, in the FSAR, these handling tools and their functions for handling fuel and the tests and inspections to perform for these handling tools.

In addition to the above, the staff has general questions to clarify where content is found FSAR:

- g. Provide in the FSAR the location discussing types of crane controls (Pendant, remote control, manual, etc..) for the heavy and light load handling cranes (ANSI 57.1 Section 6.3.4.1.6)

- h. Section 9.1.5.2.3 indicates that, “[t]he FB auxiliary crane, located over the spent pool, is designed in accordance with ASME NOG-1...” This sentence seems to imply that this hoist is routinely used over spent fuel pool. Explain its usage over SFP.
- i. Confirm the hoist capacity is capable/sized for handling a fuel assembly and its handling tool.

The staff requests the applicant to provide additional information or clarification to address the above regarding the process for new fuel movement over the spent fuel pool, above the deck, and near new fuel elevator. In addition, adequate description is needed in the FSAR to clearly define all aspects of new fuel movement and what provisions/interlocks are included for travel over spent fuel pool.

**Response to Question 09.01.04-19:**

A response to this question will be provided by March 25, 2011.