

## **PMTurkeyCOLPEm Resource**

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**From:** Comar, Manny  
**Sent:** Saturday, July 10, 2010 12:57 PM  
**To:** TurkeyCOL Resource  
**Subject:** FW: Draft RAI 4759 regarding SRP Section: 03.03.01 (Wind Loading) for the Turkey Point Units 6 and 7 COL application  
**Attachments:** draft RAI 4759\_TPN.doc

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**From:** Comar, Manny  
**Sent:** Friday, July 09, 2010 8:26 AM  
**To:** 'Antonio Fernandez'; 'orthen, Richard'; 'William Maher'  
**Cc:** Comar, Manny  
**Subject:** Draft RAI 4759 regarding SRP Section: 03.03.01 (Wind Loading) for the Turkey Point Units 6 and 7 COL application

To All,

Attached is the draft of RAI No:4759, regarding SRP section 03.03.01 (Wind Loading) for the Turkey Point Units 6 and 7 combined license application.

If you need a conference call to discuss the question(s) of the draft RAIs please contact me at 301-415-3863. Unless you request additional clarification we will normally issue the RAI as final within 3 to 5 days, from today.

Thanks

Manny Comar  
Senior Project Manager  
NRO/DNRL/NWE1  
Nuclear Regulatory Commission  
301-415-3863  
<mailto:manny.comar@nrc.gov>

**Hearing Identifier:** TurkeyPoint\_COL\_Public  
**Email Number:** 163

**Mail Envelope Properties** (377CB97DD54F0F4FAAC7E9FD88BCA6D024C365E0CD)

**Subject:** FW: Draft RAI 4759 regarding SRP Section: 03.03.01 (Wind Loading) for the Turkey Point Units 6 and 7 COL application  
**Sent Date:** 7/10/2010 12:57:03 PM  
**Received Date:** 7/10/2010 12:57:05 PM  
**From:** Comar, Manny

**Created By:** Manny.Comar@nrc.gov

**Recipients:**  
"TurkeyCOL Resource" <TurkeyCOL.Resource@nrc.gov>  
Tracking Status: None

**Post Office:** HQCLSTR01.nrc.gov

| <b>Files</b>           | <b>Size</b> | <b>Date &amp; Time</b> |
|------------------------|-------------|------------------------|
| MESSAGE                | 852         | 7/10/2010 12:57:05 PM  |
| draft RAI 4759_TPN.doc | 31226       |                        |

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

Request for Additional Information No. 4759

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 for Structural Engineering Branch 1 (AP1000/EPR Projects) (SEB1)

03.03.01-\*\*\*

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.