

PMTurkeyCOLPEm Resource

From: Comar, Manny
Sent: Wednesday, May 25, 2011 9:44 AM
To: Maria Morell; Russell Shearer; orthen, Richard; Steve Franzone; STEVEN.HAMRICK; TurkeyCOL Resource; William Maher
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Subject: Draft RAI 5414 related to SRP Section 03.05.1.6- Aircraft hazard for the Turkey Point Units 6 and 7 combined license application
Attachments: draft RAI 5414_TPN.doc

To All,

Attached is the Draft RAI 5414 related to SRP Section 03.05.1.6- Aircraft hazard 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

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Hearing Identifier: TurkeyPoint_COL_Public
Email Number: 328

Mail Envelope Properties (377CB97DD54F0F4FAAC7E9FD88BCA6D076E6415A94)

Subject: Draft RAI 5414 related to SRP Section 03.05.1.6- Aircraft hazard for the Turkey Point Units 6 and 7 combined license application
Sent Date: 5/25/2011 9:44:16 AM
Received Date: 5/25/2011 9:44:17 AM
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Files	Size	Date & Time
MESSAGE	594	5/25/2011 9:44:17 AM
draft RAI 5414_TPN.doc		31226

Options

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

Request for Additional Information No. 5414

Turkey Point Units 6 and 7
Florida P and L
Docket No. 52-040 and 52-041
SRP Section: 03.05.01.06 - Aircraft Hazards
Application Section: 3.5.1.6

QUESTIONS for Siting and Accident Conseq Branch (RSAC)

03.05.01.06-***

RG 1.206 provides guidance regarding the information that is needed to ensure potential hazards in the site vicinity are identified and evaluated to meet the siting criteria in 10 CFR 100.20 and 10 CFR 100.21. FSAR Section 2.2.2.7.1.2 and Section 3.5.1.6 do not provide enough information needed by the NRC staff to perform an independent evaluation of aircraft impact probability. Clarify whether the total probability of 3.86×10^{-6} per year (which exceeds the acceptable probability of an order of magnitude of 10^{-7} per year) includes the probability due to flight operations at airports (2.56×10^{-7} per year) and in airway V3 (3.61×10^{-6} per year). Provide the breakdown of the flight operations used for various phases and types of aircrafts considered. Provide the calculations with the details of aircraft crash rates, the assumptions for effective areas calculations, and the parameters for aircraft crash location conditional probability (per square mile) for each aircraft type and for each flight phase used in determining this total annual aircraft crash impact probability (F).

The discussion, rationale and application of the conditional core damage frequency (CCDF) to the total annual aircraft crash impact probability, which results in the final probability of 4.86×10^{-7} per year should also be addressed in FSAR Chapter 19.