

TurkeyPointRAIsPEm Resource

From: Comar, Manny
Sent: Tuesday, July 05, 2011 2:35 PM
To: TurkeyPointRAIsPEm Resource
Subject: REQUEST FOR ADDITIONAL INFORMATION LETTER NO. 025 RELATED TO SRP 3.5.1.6
AIRCRAFT HAZARDS FOR THE TURKEY POINT PLANT UNITS 6 AND 7
Attachments: PTN-RAI-LTR-025.doc

Hearing Identifier: TurkeyPoint_COL_eRAIs
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Subject: REQUEST FOR ADDITIONAL INFORMATION LETTER NO. 025 RELATED TO
SRP 3.5.1.6 AIRCRAFT HAZARDS FOR THE TURKEY POINT PLANT UNITS 6 AND 7
Sent Date: 7/5/2011 2:34:33 PM
Received Date: 7/5/2011 2:34:34 PM
From: Comar, Manny

Created By: Manny.Comar@nrc.gov

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

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MESSAGE	13	7/5/2011 2:34:34 PM
PTN-RAI-LTR-025.doc	55802	

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

June 29, 2011

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. 025 RELATED
TO SRP SECTION 3.5.1.6 AIRCRAFT HAZARD 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 letters dated August 7, 2009, September 3, 2010 and December 21, 2010, 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 you are unable to provide a response within 30 days, please state when you will be able to provide the response. In the event the response submitted is incomplete, please indicate in the response when the complete response will be provided. If changes are needed to the final safety analysis report, the staff requests that the RAI response include the proposed wording changes. Your response should also indicate whether any of the information provided is to be withheld as exempt from public disclosure pursuant to 10 CFR 2.390.

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. 5414

Enclosure:
Request for Additional Information

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NRO-002

OFFICE	RSAC/BC	NWE1/PM	OGC	NWE1/L-PM
NAME	DBrown*	MComar*	PMoulding*	MComar*
DATE	4/12/11	4/12/11	5/24/11	5/25/11

*Approval captured electronically in the electronic RAI system.

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Request for Additional Information No. 5414
6/29/2011

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 from Siting and Accident Conseq Branch (RSAC)

03.05.01.06-1

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.