ArevaEPRDCPEm Resource

From: WILLIFORD Dennis (AREVA) [Dennis.Williford@areva.com]
Sent: Monday, July 11, 2011 8:26 PM
To: Tesfaye, Getachew
Cc: BENNETT Kathy (AREVA); DELANO Karen (AREVA); ROMINE Judy (AREVA); RYAN Tom (AREVA); NOXON David (AREVA)
Subject: Response to U.S. EPR Design Certification Application RAI No. 495 (5841), FSAR Ch. 19
Attachments: RAI 495 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 495 Response US EPR DC.pdf," provides a schedule since a technically correct and complete response to the single question is not provided.

The following table indicates the respective pages in the response document, "RAI 495 Response US EPR DC.pdf," that contain AREVA NP's response to the subject question.

Question #	Start Page	End Page
RAI 495 — 19-351	2	2

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

Question #	Response Date
RAI 495 — 19-351	October 19, 2011

Sincerely,

Dennis Williford, P.E.
U.S. EPR Design Certification Licensing Manager
AREVA NP Inc.
7207 IBM Drive, Mail Code CLT 2B
Charlotte, NC 28262
Phone: 704-805-2223
Email: Dennis.Williford@areva.com

From: Tesfaye, Getachew [mailto:Getachew.Tesfaye@nrc.gov]
Sent: Thursday, June 09, 2011 7:57 PM
To: ZZ-DL-A-USEPR-DL
Cc: Xu, Jim; Hawkins, Kimberly; Ford, Tanya; Colaccino, Joseph; ArevaEPRDCPEm Resource
Subject: U.S. EPR Design Certification Application RAI No. 495 (5841), FSAR Ch. 19

Attached please find the subject requests for additional information (RAI). A draft of the RAI was provided to you on June 8, 2011, and on June 9, 2011, 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: 3230

Mail Envelope Properties (2FBE1051AEB2E748A0F98DF9EEE5A5D47EBBA6)

Subject: Response to U.S. EPR Design Certification Application RAI No. 495 (5841), FSAR Ch. 19
Sent Date: 7/11/2011 8:26:05 PM
Received Date: 7/11/2011 8:26:08 PM
From: WILLIFORD Dennis (AREVA)

Created By: Dennis.Williford@areva.com

Recipients:
"BENNETT Kathy (AREVA)" <Kathy.Bennett@areva.com>
Tracking Status: None
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Tracking Status: None
"Tesfaye, Getachew" <Getachew.Tesfaye@nrc.gov>
Tracking Status: None

Post Office: auscharmx02.adom.ad.corp

Files	**Size**	**Date & Time**
MESSAGE	2099	7/11/2011 8:26:08 PM
RAI 495 Response US EPR DC.pdf	8485	

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

Response to

Request for Additional Information No. 495(5841), Revision 0

6/9/2011

U. S. EPR Standard Design Certification
AREVA NP Inc.
Docket No. 52-020
SRP Section: 19 - Probabilistic Risk Assessment and Severe Accident Evaluation
Application Section: FSAR Chapter 19

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

Question 19-351:

OPEN ITEM

Follow-up to RAI 234, Question 19-307

The response to RAI 234, Question 19-307described that the containment pressure fragility was developed based on an approach that the containment is sub-divided into six structural parts including the equipment hatch. It also stated that major penetrations, and personnel and emergency airlocks are not currently modeled because design details for these will be developed later in the design process.

In a draft response to RAI 448, Question 3.8.1-49, the applicant described a containment deterministic pressure capacity assessment based on the guidance provided in SRP 3.8.1.II.4.K. This assessment was performed based on the latest design information which includes all major containment penetrations. These penetrations include: equipment hatch, construction opening closure, personnel airlocks, fuel transfer tubes, and main steam and feedwater line penetrations. The results of the deterministic containment pressure capacity are provided in Table 3.8.6 of the FSAR markup, rev. 3-interim. As indicated in this table, the pressure capacity for containment penetrations is governed by the construction opening closure which is 118.5 psig or 1.91 times design basis pressure that is much lower than the 95^{th} percentile capacity of 197 psig or 3.18 times design basis pressure reported in Table 19.307-7 of the response to RAI 234, Question 19-307.

Therefore, the staff requests that the applicant revise the containment fragility analysis to include the latest design details and provide revised containment pressure fragility.

Response to Question 19-351:

A response to this question will be provided by October 19, 2011.