PMComanchePeakPEm Resource

From: Monarque, Stephen
Sent: Tuesday, June 26, 2012 2:38 PM
To: Donald.Woodlan@luminant.com; John.Conly@luminant.com
Cc: Kallan, Paul; ComanchePeakCOL Resource; Otto, Ngola
Subject: Comanche Peak COL - Sections 9.2.1 and 9.2.5

Don/John,

The NRC staff wants to schedule a conference call with Luminant to discuss the following RAIs. In the meantime, I am sending you the following comments from the NRC staff.

- RAI 6348: Q09.02.01-9; Need stronger justification of the water level ESWS riser instrumentation being NSR. What if the instrument fails high (gives false sense that the water level is ok – ESWS auto starts on a LOCA signal – water hammer?).
- RAI 6348: Q09.02.01-11; {water in the cooling tower spray header will drain to the UHS}. Please explain this DCD statement as it applied to the COL ESWS/UHS.
- RAI 6358: Q09.02.05-18; how close are the cooling towers to any SR intakes (feet/meters) – please consider adding this to the response.
- RAI 6358: Q09.02.05-22; same concern as Q09.02.01-9 on the riser I&C. Also the UHS fan vibration I&C is NSR - need stronger justification.
- RAI 6358: Q09.02.05-25; Should the UHS transfer system be listed in a new COL table that is similar to DCD Table 3.6.1, High and Moderate Energy Fluid Systems.
- RAI 3790 Supplement; Q14.02-16; Markup on Page 9.2-2 states that the AOV-577 closes on ESW pump stop signal. Not sure how this works with 4 train logic. That is, if two trains of ESW are in standby, does this mean that AOV-577 will always be closed?

- RAI 6403: Q14.3.7-38 (part 1); ITAAC is still not clearly describe the UHS pumps and MOVs that get power from two different Class 1E buses. The staff needs the ITAAC to be very clear to prevent confusion during ITAAC close out. Suggest Table A.1-2 add a note or a table for those components that get power from more than one Class 1E bus. See table below from RAI Letter #252, RAI 6358 Q09.02.05-21.

Component Power Supply Train	Power Supply Train
A-ESW Pump	A Train
B-ESW Pump	B Train
C-ESW Pump	C Train
D-ESW Pump	D Train
A-UHS Transfer Pump	480V, D1 Train (supplied by C or D Class 1E buses) - See Figure 8.1-1R.
B-UHS Transfer Pump	480V, D1 Train (supplied by C or D Class 1E buses) - See Figure 8.1-1R.
C-UHS Transfer Pump	480V, A1 Train (supplied by A or B Class 1E buses) - See Figure 8.1-1R.
D-UHS Transfer Pump	480V, A1 Train (supplied by A or B Class 1E buses) - See Figure 8.1-1R.
A-UHS Transfer Pump outlet MOV	480V, D1 Train (supplied by C or D Class 1E buses) - See Figure 8.1-1R.
B-UHS Transfer Pump outlet MOV	480V, D1 Train (supplied by C or D Class 1E buses) - See Figure 8.1-1R.

C-UHS Transfer Pump outlet MOV	480V, A1 Train (supplied by A or B Class 1E buses) - See Figure 8.1-1R.
D-UHS Transfer Pump outlet MOV	480 V, A1 Train (supplied by A or B Class 1E buses) - See Figure 8.1-1R.
A-Basin inlet MOV	A Train
B-Basin inlet MOV	B Train
C-Basin inlet MOV	C Train
D-Basin inlet MOV	D Train

Thanks,

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