

REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

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 AUTH. NAME AUTHOR AFFILIATION
 BOUCHEY, G.D. Washington Public Power Supply System
 RECIP. NAME RECIPIENT AFFILIATION
 SCHWENCER, A. Licensing Branch 2

SUBJECT: Requests written confirmation of telcon w/RH Nelson, R Auluck & R Giandina that backfitting of diesel generators w/air dryers by first refueling outage acceptable.

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1950
U.S. DEPARTMENT OF AGRICULTURE
NATIONAL BUREAU OF ECONOMIC RESEARCH
WASHINGTON, D. C.

RESEARCH REPORT NO. 100
ANALYSIS OF THE ECONOMIC SITUATION IN THE
UNITED STATES AND THE WORLD

PREPARED BY THE NATIONAL BUREAU OF ECONOMIC RESEARCH
AT THE INVITATION OF THE BOARD OF ECONOMIC ADVISERS
TO THE PRESIDENT

Year	Country	Population	Area	Per Capita Income	Notes
1950	U.S.	150,000,000	3,700,000 sq. miles	\$1,500	
1950	U.S.S.R.	160,000,000	8,600,000 sq. miles	\$300	
1950	China	500,000,000	4,400,000 sq. miles	\$100	
1950	India	350,000,000	1,900,000 sq. miles	\$50	
1950	Japan	100,000,000	370,000 sq. miles	\$300	
1950	Great Britain	50,000,000	94,000 sq. miles	\$1,000	
1950	France	45,000,000	210,000 sq. miles	\$700	
1950	Italy	40,000,000	100,000 sq. miles	\$400	
1950	Germany	50,000,000	130,000 sq. miles	\$500	
1950	Canada	20,000,000	3,900,000 sq. miles	\$1,000	
1950	Australia	10,000,000	3,000,000 sq. miles	\$1,000	
1950	South Africa	10,000,000	220,000 sq. miles	\$1,000	
1950	Sweden	5,000,000	170,000 sq. miles	\$1,500	
1950	Norway	3,000,000	150,000 sq. miles	\$1,500	
1950	Denmark	3,000,000	18,000 sq. miles	\$1,500	
1950	Switzerland	3,000,000	15,000 sq. miles	\$1,500	
1950	Netherlands	2,000,000	16,000 sq. miles	\$1,000	
1950	Belgium	1,000,000	24,000 sq. miles	\$1,000	
1950	Luxembourg	1,000,000	9,000 sq. miles	\$1,000	
1950	Austria	2,000,000	84,000 sq. miles	\$1,000	
1950	Czechoslovakia	10,000,000	79,000 sq. miles	\$500	
1950	Poland	20,000,000	120,000 sq. miles	\$500	
1950	Yugoslavia	15,000,000	56,000 sq. miles	\$500	
1950	Greece	5,000,000	70,000 sq. miles	\$500	
1950	Turkey	15,000,000	780,000 sq. miles	\$500	
1950	Spain	20,000,000	350,000 sq. miles	\$500	
1950	Portugal	10,000,000	69,000 sq. miles	\$500	
1950	France (Metropolitan)	40,000,000	190,000 sq. miles	\$700	
1950	France (Overseas)	5,000,000	1,000,000 sq. miles	\$700	
1950	France (Total)	45,000,000	2,100,000 sq. miles	\$700	
1950	U.S. (Total)	150,000,000	3,700,000 sq. miles	\$1,500	

Washington Public Power Supply System

P.O. Box 968 3000 George Washington Way Richland, Washington 99352 (509) 372-5000

February 14, 1983
G02-83-140

Docket No. 50-397

50-397

Director of Nuclear Reactor Regulation
Attention: Mr. A. Schwencer, Chief
Licensing Branch No. 2
Division of Licensing
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Mr. Schwencer:

Subject: NUCLEAR PROJECT NO. 2
ADDITION OF DIESEL STARTING AIR DRYERS

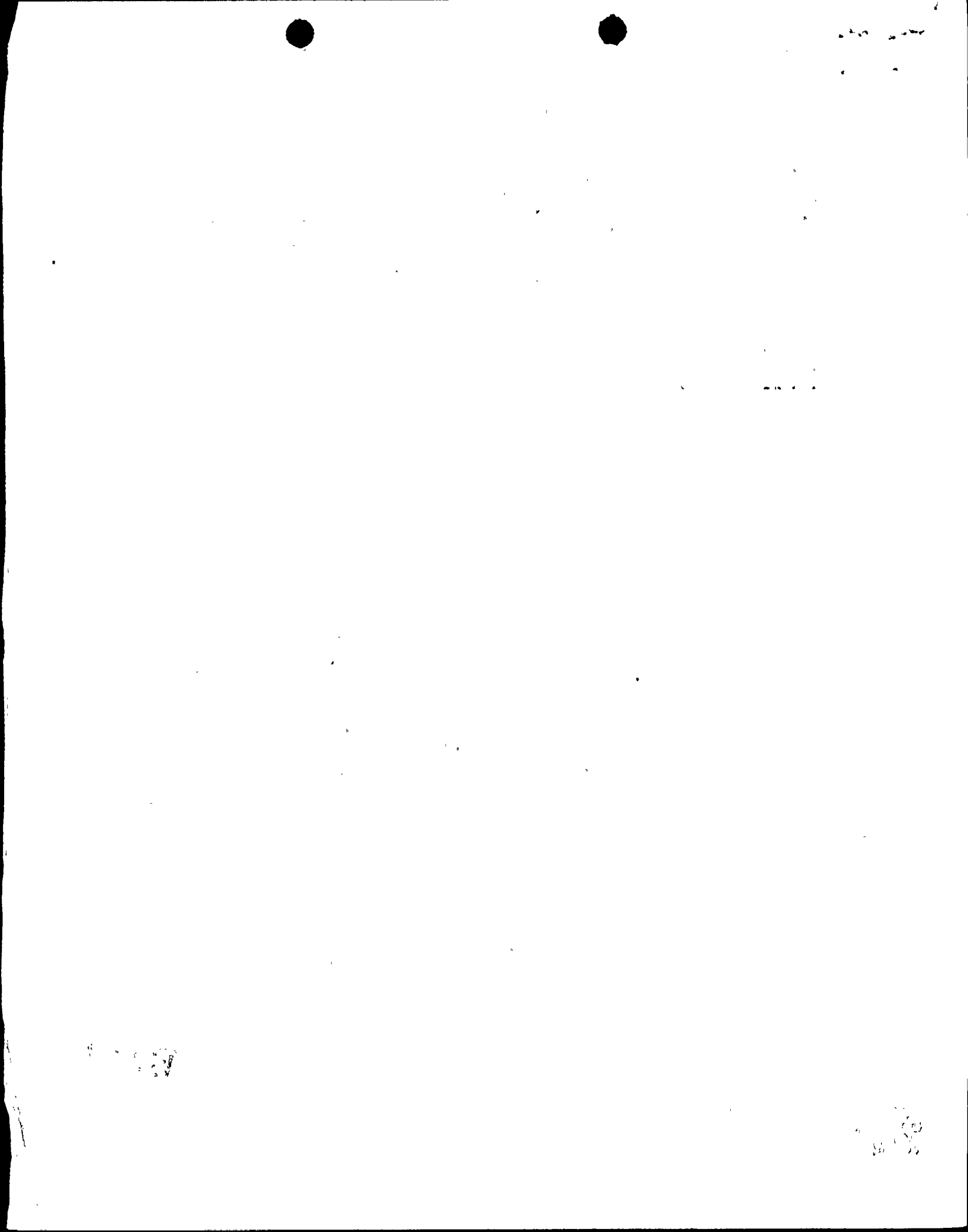
Reference: G02-82-151, G.D. Bouchey (SS) to A. Schwencer (NRC)
"Submittal of SER Open Items", dated February 5, 1982

Air dryers are scheduled for installation on the WNP-2 Emergency Power Diesels (2) and the HPCS Diesel Starting Air Systems by the end of the first refueling outage as indicated by the reference. Page 9-54 of the SSER references our letter but indicates the air dryers are to be installed by fuel load. Recent telephone discussions between Messrs. R.M. Nelson (SS), R. Auluck (NRC), and R. Giardina (NRC), have reconfirmed our earlier agreements that backfitting of the diesel generators with air dryers by the first refueling outage will be acceptable. Written confirmation of this understanding (installation by first refueling outage) is requested.

Several WNP-2 design features and procedures tend to minimize moisture in the WNP-2 diesel generator air starting systems. The WNP-2 diesel generators and their starting air systems are located in a heated room with a minimum temperature of 70°F which will minimize moisture condensation compared with starting air systems that are subject to fluctuating ambient temperatures. Also, pressure reducing valves (250 psi to 210 psi) between the air receivers and air starting motor will cause most moisture to form and be drained from the system upstream of the PRV. This will minimize the moisture that reaches the starting air motor and corrosion products that will reach the air motor. Finally, maintenance procedures require daily opening of the air receiver drain and low point drains upstream of the air motors, thus, preventing system moisture build-up.

Boo/

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Mr. A. Schwencer
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The design features and procedural controls described above will minimize the moisture and corrosion products that reach the air motor and thus maintain a reliable air starting system during the first cycle of operation. The installation of air dryers during the first refueling outage will provide additional assurance of starting air system reliability during subsequent operating cycles.

Because of the potential for impacting the WNP-2 fuel load schedule if earlier installation of diesel air dryers is required, we request a response on this matter by the end of February 1983.

Very truly yours,



G. D. Bouchey,
Manager, Nuclear Safety and Regulatory Programs

JCM/jca

cc: R Auluck - NRC
WS Chin - BPA
R Giardina- NRC
A Toth - NRC Site

