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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 Giardina that backfitting of diesel generatons w/air dryers by first refueling outage acceptable.

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February 14, 1983
G02-83-140

50-397

Docket No. 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.

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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