Attachment 4

FSAR Technical Requirements 16.7.13

16.7.13 CLASS 1E ELECTRICAL EQUIPMENT AIR CONDITIONING (A/C) SUPPLEMENTAL COOLING SYSTEM

16.7.13.1 LIMITING CONDITION FOR OPERATION

Two Class 1E Electrical Equipment A/C Supplemental Cooling trains shall be FUNCTIONAL.

APPLICABILITY: MODES 1, 2, 3, and 4.

ACTIONS:

With the above requirements not satisfied:

a. With one Class 1E Electrical Equipment A/C Supplemental Cooling train nonfunctional, restore the Class 1E A/C Supplemental Cooling train to FUNCTIONAL status within 30 days.

b. With two Class 1E Electrical Equipment A/C Supplemental Cooling trains nonfunctional, restore one Class 1E Electrical Equipment A/C Supplemental Cooling train to FUNCTIONAL status within 7 days.

c. With Action a or b not met, enter Section 16.0.1.3.

16.7.13.1.1 SURVEILLANCE REQUIREMENTS

a. Verify each Class 1E Electrical Equipment A/C Supplemental Cooling system train is available at least once per 30 days.

b. Verify each Class 1E Electrical Equipment A/C Supplemental Cooling system train actuates and provides recirculation air flow at least once per 18 months.

16.7.13.1.2 BASES

Technical Specification 3.7.20, "Class 1E Electrical Equipment Air Conditioning (A/C) System," specifies requirements for the Class 1E electrical equipment air conditioning (A/C) system. The Class 1E electrical equipment A/C system provide a suitable environment for the Class 1E electrical equipment within the Control Building. The system consists of two independent trains such that each train is normally aligned to cool only the equipment associated with its emergency load group.

The Class 1E electrical equipment A/C trains are designed to provide temperature control for the Engineered Safety Features (ESF) switchgear room components, DC switchboard room components, and NK battery room components during normal and emergency conditions.

The specific rooms supplied by the Class 1E electrical equipment A/C trains are as follows:

SGK05A		SGK05B	
SWBD RM No. 1	(3408)	SWBD RM No. 4	(3404)
SWBD RM No. 3	(3414)	SWBD RM No. 2	(3410)
Battery RM No. 1	(3407)	Battery RM No. 4	(3405)
Battery RM No. 3	(3413)	Battery RM No. 2	(3411)
ESF SWGR RM No. 1	(3301)	ESF SWGR RM No. 2	(3302)

With one Class 1E electrical equipment A/C train inoperable, the Class 1E Electrical Equipment A/C Supplemental Cooling system can be employed to enable the remaining Class 1E electrical equipment A/C train to provide adequate area cooling for both trains of electrical equipment during normal and accident conditions. The supplemental cooling system serves to promote the circulation of cool air from one Class 1E electrical equipment A/C train to the rooms/areas of both Class 1E electrical equipment trains. To initiate operation of a supplemental cooling train, manual operator action is required to open the motorized control dampers and start the recirculation fans using hand switches located at a panel on the 2000' level of the Control Building.

Specifically, with one of the Class 1E electrical equipment A/C trains required by TS 3.7.20 inoperable, Required Action A.1 of TS 3.7.20 requires immediately initiating action to implement mitigating actions. The mitigating actions to be taken are to start the appropriate train of supplemental cooling, consistent with the intended use of the system.

Surveillance 16.7.13.1.1a requires verifying the availability of each Class 1E electrical equipment A/C supplemental cooling subsystem train. This verification includes a check of breaker position and indication lights to ensure the equipment is available. The Surveillance interval of 30 days is reasonable based on the supplemental cooling subsystem typically being in a standby condition.

Surveillance 16.7.13.1.1b requires verifying the proper actuation of each Class 1E electrical equipment A/C supplemental cooling subsystem fan and associated dampers, including verifying that each train provides recirculation air flow. This involves starting each recirculation subsystem train and verifying fan-running indication as well as correct damper positions and indication. The Surveillance interval of 18 months is consistent with similar surveillances based on the typical industry refueling cycle.

References: FSAR Section 9.4, License Amendment 2__ to the Callaway Operating License