BALTIMORE GAS AND ELECTRIC COMPANY

GAS AND ELECTRIC BUILDING

BALTIMORE, MARYLAND 21203

ARTHUR E. LUNDVALL, JR.
VICE PRESIDENT
SUPPLY

June 28, 1979

Director
Division of Reactor Operations Inspection
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Subject: Calvert Cliffs Nuclear Power Plant
Units Nos. 1 & 2, Dockets Nos. 50-317 & 50-318
IERC IE Bulletin No. 79-01

Gentlemen:

Additional review of environmental qualification of electrical equipment has shown that ASCO solenoids are installed in a total of 41 locations in each Calvert Cliffs containment. Twenty-eight of these solenoids are qualified for the applicable post-accident environment; these are listed in attachment 1. Thirteen are not qualified for the post-accident environment; these are listed in Attachment 2, along with the particular properties of each that do not qualify, and a description of the operation and function of each that summarizes our basis for determining that this is not a significant safety issue. We intend to replace all non-qualifying equipment as quickly as allowed by equipment availability.

We believe this information provides adequate assurance that there will be no undue risk to the health and safety of the public as a result of the continued operation of Unit No. 2 or the return to power operation of Unit No. 1 following completion of the refueling outage.

Very truly yours,

Vice President

cc: J. A. Biddison, Esquire (w/ encl)
G. F. Trowbridge, Esquire (w/ encl)
Director Region I (w/ encl)
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

446 278

Attachment I

Qualified Safety Related Solenoid Valves Located in the Containment

Solenoid Valve	Controlled Function
SV 4150	Containment Spray Header Isolation
SV 4151	Containment Spray Header Isolation
SV 4159	Dousing Filter Supply Header
SV 4160	Dousing Filter Supply Header
SV 506	RCP Bleed-Off Isolation
SV 515	Letdown Line Isolation
SV 516	Letdown Line Isolation
SV 518	Charging Line Isolation
SV 519	Charging Line Isolation
SV 5291	Purge Air Sample Isolation
SV 5465	Pressurizer Vapor Sample Isolation
SV 5466	Pressurizer Liquid Sample Isolation
SV 5467	RC Hot Leg Sample Isolation
SV 612	SI Tank 11A N_2 Supply
SV 613	SI Tank 11A Vent
SV 622	SI Tank 11B N_2 Supply
SV 623	SI Tank 11B Vent
SV 632	SI Tank 12A N_2 Supply
SV 633	SI Tank 12A Vent
SV 642	SI Tank 12B N_2 Supply
SV 643	SI Tank 12B N_2 Supply
SV 6540 A-G C	Containment H_2 Analyzer Valves

Attachment 2

Non-Qualified Safety Related
Solenoid Valves Located in Containment

Solenoid Valves	Controlled Function	Non-Qualifying Aspect	Functional Analysis
SV-2085	Containment Instrument Air Header	A	1
SV-517	Auxiliary Spray	B	2
SV-611 621 631 641	SI Tanks 11A, 11B, 12A & 12B fill and drain lines	C	3
SV-618 628 638 648	SI Tanks 11A, 11B, 12A & 12B check valve leakage drain to refueling water tank	C	4
SV-661	SI recirculation return line drain to RC drain tank	C	4
SV-1410 1412	Containment Purge Isolation	C	5

Notes:

Non-Qualifying Aspects

A - Does not have the metallic internal parts.

B - Does not have the metallic internal parts, the viton seals and gaskets, and a NEMA 4 enclosure.

C - Does not have the metallic internal parts, the viton seals and gaskets, a NEMA 4 enclosure, and a high temperature coil.

Functional Analysis

1. Used for separation between seismic and non-seismic instrument air line: loss of air pressure downstream of valve (non-seismic piping) will close valve allowing instrument air to continue to serve CV 517, 518 & 519. The valve fails closed, i.e. in the safe position. In addition, the controlled valves (CV 517, 518 and 519) all fail open on loss of air.

2. Only required to operate (after a loca) when entering long-term cooling with a large cold leg break. Provides one of two redundant paths for vessel flushing to prevent boron precipitation.

Functional Analysis (Continued)

3. These valves are normally closed (de-energized) during operation; they are designed to fail closed; they are not required to operate following an accident.

4. Same as 3. In addition, the valves close on SIAS.

5. Valves are electrically locked out.