



License No. NPF-3
Docket No. 50-346
Serial No. 846
September 29, 1982

RICHARD P. CROUSE
Vice President
Nuclear
(419) 259-5221

Director of Nuclear Reactor Regulation
Attention: Mr. John F. Stolz, Chief
Operating Reactors Branch #4
Division of Licensing
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Dear Mr. Stolz:

This is in response to your letter dated July 27, 1982, (Log No. 1042) relating to NUREG-0737 Item II.K.2.10 (Anticipatory Reactor Trip System - ARTS) for the Davis-Besse Nuclear Power Station Unit 1 (DB-1). Your letter included the evaluation of the use of the administratively controlled test trip bypasses to bypass the main feedwater pump status inputs at certain periods during plant startup and shutdown (Toledo Edison letter, Serial No. 819, July 7, 1982).

As indicated to you earlier, the test trip bypass indication and annunciation alert the control room operators when the system is put into a bypass condition. Your letter of July 27, 1982 cited a concern relating to operator alert for removal of the bypass when conditions exist for such bypass removal.

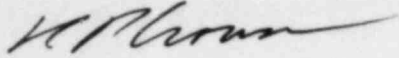
It is emphasized that the main feed pump turbine (MFPT) trip bypass is to be removed when the electric motor driven startup feed pump is stopped and a main feedwater pump is started supplying main feedwater to the steam generators. Initiation of the main feedwater pump in itself requires a deliberate operator effort involving several actions. Similarly, stopping the electric motor driven startup feed pump is a deliberate operator action. In addition, control room indications relating to the MFPT status, lube oil and hydraulic control system pressure will inform the operator that conditions exist for removal of bypass. Further, procedural controls per PP 1102.02.14 (Plant Startup) have been instituted to instruct the operators to remove the bypass once the main feed pump turbine is put in service and the start up feed pump is shut off.

As an added measure, Toledo Edison has completed a modification to provide a computer alarm in the control room which will alert the operator of the situation when the ARTS MFPT trip is in bypass and at least one of the two MFPTs is running.

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We believe that adequate features are now available to alert the operator to remove this bypass at the appropriate time such that automatic bypass removal is not required.

Very truly yours,



RPC:SCJ

cc: DB-1 Resident NRC Inspector

bt a/l