

JAN 26 1983

DCD-016

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 Docket No. 50-346 Gray File  
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Mr. Richard P. Crouse  
 Vice President, Nuclear  
 Toledo Edison Company  
 Edison Plaza - Stop 712  
 300 Madison Avenue  
 Toledo, Ohio 43652

Dear Mr. Crouse:

**SUBJECT: FLOW/THERMAL POWER SETPOINT CHANGE**

Item 4 of your letter dated July 10, 1981 (No. 731) proposed several changes to the Appendix A Technical Specifications for the Davis-Besse Nuclear Power Station, Unit 1. All the proposed changes have been acted upon except the change to Specification 3.2.5. We have reviewed the portion of your application related to this proposed change and find that we require additional information as identified in the enclosure to this letter. Please provide your response within 60 days of the date of this letter.

The information requested in this letter affects fewer than ten respondents; therefore, OMB clearance is not required under P. L. 96-511.

Sincerely,

ORIGINAL SIGNED BY  
 JOHN F. STOLZ

John F. Stolz, Chief  
 Operating Reactors Branch #4  
 Division of Licensing

cc:  
 See next page

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Toledo Edison Company

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## ENCLOSURE

### QUESTIONS REGARDING DAVIS BESSE TECHNICAL SPECIFICATION CHANGE ON RC FLOW/THERMAL POWER SETPOINT

1. Your "Safety Evaluation" in support of the proposed change on Technical Specification 3.2.5 indicates the reactor coolant measurement uncertainty of 2.5%. Provide a detailed description on how the RC flow measurement uncertainty is obtained, including a detailed breakdown of measurement components and uncertainty associated with each component.
2. The same Safety Evaluation states that B&W has performed calculations to determine the DNBR margin gain for the proposed RC flow and power tradeoff. Is the B&W analysis done specifically for Davis Besse? Provide the B&W analysis report.
3. Figure 1 of your submittal gives a relationship between MDNBR, calculated with BAW-2 correlations, and the thermal power reduction factor N. Also, the proposed Technical Specification change uses  $N=2(\%)$ . Are the figure and the associated analysis based on current Davis Besse fuel design and loading? Do the analysis and the  $N=2$  bound all fuel loading and fuel design for the future cycles?
4. When operating with the reduced RC flow and power in accordance with the proposed Technical Specification, are your current design safety analyses with respect to all anticipated operational occurrences and accidents still valid?