

FEB 10 1988

Docket No. 50-336

Mr. Edward J. Mrocza  
Senior Vice President  
Nuclear Engineering and Operations  
Northeast Nuclear Energy Company  
P. O. Box 270  
Hartford, Connecticut 06141-0270

Dear Mr. Mrocza:

SUBJECT: MILLSTONE UNIT 2 REACTOR BUILDING CLOSED COOLING WATER (RBCCW)  
SYSTEM CONTAINMENT ISOLATION VALVES (TAC NO. 66385)

Your letter dated July 14, 1987 informed us that you intended to no longer test certain containment isolation valves, associated with the RBCCW System, under the Type C test program of 10 CFR Part 50, Appendix J. By letter dated November 3, 1987, we requested additional information concerning the RBCCW system inside containment and the associated Containment Air Recirculation (CAR) units. Your response to our November 3, 1987 letter, dated January 7, 1988, indicated that the RBCCW/CAR is predominantly fabricated to Safety Class 3 requirements inside containment. It is our position that such systems should be fabricated to at least Safety Class 2 requirements in order to not require post-accident leak-tightness of the associated containment isolation valves.

Accordingly, we do not concur with your decision to suspend Type C testing of the containment isolation valves referenced in your letter dated July 14, 1987.

Sincerely,  
\*ORIGINAL SIGNED BY  
JOHN F. STOLZ\*

John F. Stolz, Director  
Project Directorate I-4  
Division of Reactor Projects I/II  
Office of Nuclear Reactor Regulation

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