

LOUISIANA
POWER & LIGHT

317 BARONNE STREET • P. O. BOX 60340
NEW ORLEANS, LOUISIANA 70160 • (504) 595-3100

May 6, 1988

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U.S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, D.C. 20555

Reference: LP&L memorandum W3P88-0100 dated January 13, 1988.

Subject: Waterford 3 SES
Docket No. 50-382
Request for Additional Information for Technical
Specification Change Request NPF-38-72

Gentlemen:

On April 13 and 14, 1988 the Waterford 3 NRC Project Manager requested additional information on the new Containment Isolation Valves which necessitated Technical Specification Change Request NPF-38-72. The information requested pertains to the design and operation of the valves and its associated piping. The following is a summary of the information requested.

Design

To provide a means for intermittent containment pressure control, Station Modification (SM)-1322 will be implemented during the present refueling outage to cross-connect the Containment Atmosphere Release System (CARS) train B exhaust with the Reactor Auxiliary Building (RAB) Normal Ventilation System. The tie-in occurs between the CARS outside containment isolation valve and the CARS exhaust fan. The SM will add a new inside containment air-operated, fail-closed isolation valve (CAR 200B) in parallel with the existing CAR 201B motor-operated valve. The outside containment isolation valve (CAR 202B) will be changed from a manual valve to an air operated and fail-closed valve. The valves are Safety Class II, Quality Class I, and Seismic Category I, and are designed to close against LOCA loadings within 5 seconds of a receipt of a Containment Isolation Signal (CIAS) or Containment Purge Isolation Signal (high radiation levels in the plant stack and Containment Building). Valve control and position indication will be located in the Control Room on Control Panel (CP)-18.

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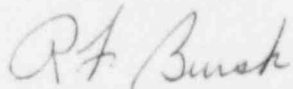
The vent line will penetrate containment through containment penetration number 47. Therefore, the inside containment isolation valve will be protected from missile and jet impingement by the Quench Tank and the biological shield surrounding the Pressurizer. (The protection for CAR 200B is similar to that of the existing containment isolation valve, CAR 202B.) The configuration of the inside isolation valve will be such that the valve inlet will point toward the containment floor, obviating the need to install screens or other devices to prevent debris from entering the isolation valve. Both isolation valves will be leak tested and environmentally qualified and become part of LP&L's Local Leak Rate Test (in accordance with Tech Spec 3.6.1.2) and E.Q. program.

Operation

As discussed above, the system will be operated on an intermittent basis to ensure containment pressure remains within the limits of Technical Specification 3.6.1.4, Internal Pressure. As containment pressure increases to a predetermined point, plant operators will open CAR-200B and CAR-202B which will allow containment air to flow through the 4 inch vent line into the RAB Normal Ventilation System, and through the Plant Stack via the High Efficiency Particulate Air (HEPA) and the High Efficiency Charcoal Absorber (HECA). In general, this operation will continue until containment pressure falls below a predetermined value. Isolation valves CAR-200B and CAR-202B will then be closed. System capacity and the recent containment pressure Tech Spec change (Amendment No. 27) are expected to minimize system usage. Therefore, LP&L does not expect to frequently cycle CAR-200B and CAR-202B for pressure control.

If you have further questions, please feel free to contact me or Larry Laughlin at (504) 595-2845.

Yours very truly,



R.F. Burski
Nuclear Safety & Regulatory Affairs
Acting Manager

RFB:LWL:ssf

cc: J.A. Calvo, D.L. Wigginton, R.D. Martin, NRC Resident Inspectors
Office, E.L. Blake, W.M. Stevenson