

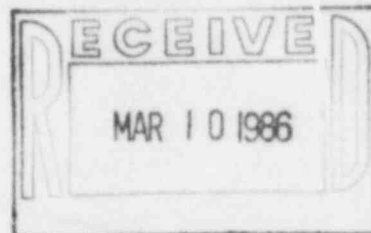


**GULF STATES UTILITIES COMPANY**

RIVER BEND STATION    POST OFFICE BOX 220    ST. FRANCISVILLE, LOUISIANA 70775  
AREA CODE 504    635-6094    346-8651

March 5, 1986  
RBG- 23,309  
File Nos. G9.5, G9.25.1.5

Mr. Robert D. Martin, Regional Administrator  
U.S. Nuclear Regulatory Commission  
Region IV  
611 Ryan Plaza Drive, Suite 1000  
Arlington, TX 76011



Dear Mr. Martin:

River Bend Station - Unit 1  
Docket No. 50-458

Attached for your information is a report containing a brief description of changes to the River Bend Station (RBS) initial test program (ST-05 and ST-10) and a summary of the safety evaluation for each change. This report is provided with regard to the RBS Facility Operating License NPF-47, Section 2.C(12).

Sincerely,

*Eddie R Grant*  
for J. E. Booker  
Manager-Engineering,  
Nuclear Fuels & Licensing  
River Bend Nuclear Group

JEB/RJK/je

Attachments

cc: Director of Inspection & Enforcement  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

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## ATTACHMENT 1

### SUMMARY DESCRIPTION OF CHANGE (ST-05)

Section 14.2.12.3.5 of the River Bend Station (RBS) Final Safety Analysis Report (FSAR) describes initial testing of the control rod drive (CRD) system. This revision provides justification for rescheduling the timing test of the four slowest control rods from TC-1 to TC-2.

#### DISCUSSION

The objectives of the CRD system test are a) to demonstrate that the CRD system operates properly over the full range of primary coolant temperatures and pressures from ambient to operating and b) to determine the initial operating characteristics of the entire CRD system. These tests are to be performed in conjunction with planned scrams as shown on Fig. 14.2-5 note (3) and as such were to be performed in conjunction with 1-ST-28, Shutdown From Outside the Control Room. However, 1-ST-28 has been previously changed from TC-1 to TC-2. Thus, this meets the intent of the FSAR and corrects an inconsistency in Fig. 14.2-5.

#### CONCLUSION

This revision does not alter the safe operation of the plant or involve an unreviewed safety question. Therefore, this revision can be implemented.

## ATTACHMENT 2

### SUMMARY DESCRIPTION OF CHANGE (ST-10)

Section 14.2.12.3.8 of the River Bend Station (RBS) Final Safety Analysis Report (FSAR) describes the adjustment of the IRM system. This revision provides justification for the addition of Note 4 to Fig. 14.2-5 for 1-ST-10-TC1.

#### DISCUSSION

The objective of the test is to adjust the IRM system to obtain an optimum overlap with the SRM and APRM systems. The procedure for this test requires the APRM systems to be calibrated prior to the adjustment of the IRM system. This adjustment must be performed after TC-1 has been completed and the power has dropped to approximately 5%. Thus, Note 4 should be added to Fig. 14.2-5 for 1-ST-10-TC1 to allow the test to be completed between test conditions 1 and 3 and the test should be performed whenever the conditions are met.

#### CONCLUSION

This change will not affect safety margins or test acceptance criteria. There are no unreviewed safety questions associated with this change and it can be implemented.