



Entergy Nuclear Operations, Inc.
Vermont Yankee
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Christopher J. Wamser
Site Vice President

BVY 13-023

April 29, 2013

U.S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, DC 20555-0001

SUBJECT: License Amendment Request; Changes to 10 CFR 50.63 Licensing Basis, Supplement 2
Vermont Yankee Nuclear Power Station
Docket No. 50-271
License No. DPR-28

REFERENCES: 1. Letter, Entergy Nuclear Operations, Inc. to USNRC, "License Amendment Request; Changes to 10CFR50.63 Licensing Basis," BVY 12-084, dated December 21, 2012

Dear Sir or Madam:

In Reference 1, Entergy Nuclear Operations, Inc. (Entergy) submitted a request for an amendment to the 10 CFR 50.63 (Station Blackout) licensing basis for Vermont Yankee Nuclear Power Station. This letter provides supplemental information to address a request for additional information (RAI) received on March 22, 2013. Attachment 1 to this submittal provides Entergy's response to the RAI.

This supplement to the original license amendment request does not change the scope or conclusions in the original application, nor does it change Entergy's determination of no significant hazards consideration.

This letter contains no new regulatory commitments. Should you have any questions concerning this letter or require additional information, please contact Mr. Robert Wanczyk at 802-451-3166.

I declare under penalty of perjury that the foregoing is true and correct. Executed on April 29, 2013.

Sincerely,

A handwritten signature in black ink, appearing to read "Ch J Wamser", followed by a horizontal line.

CJW/plc

A601
NRC

Attachments: 1. Response to Request for Additional Information

cc: William M. Dean
Regional Administrator, Region 1
U.S. Nuclear Regulatory Commission
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Mr. Richard V. Guzman, Project Manager
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Office of Nuclear Reactor Regulation
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USNRC Resident Inspector
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Mr. Christopher Recchia
Commissioner
Vermont Department of Public Service
112 State Street – Drawer 20
Montpelier, Vermont 05620-2601

Attachment 1

Vermont Yankee Nuclear Power Station

Response to Request for Additional Information

REQUEST FOR ADDITIONAL INFORMATION
REGARDING LICENSE AMENDMENT REQUEST TO CHANGE
THE LICENSING BASIS FOR SATISFYING 10 CFR 50.63
ENTERGY NUCLEAR OPERATIONS. INC.
VERMONT YANKEE NUCLEAR POWER STATION
DOCKET NO. 50-271
LICENSE NO. DPR-28

RAI-EPTB-1

Please confirm that the Station Blackout (SBO) diesel generator (DG) does not have and does not require a fuel oil day tank.

Response

The SBO DG does have a 45 gallon capacity fuel oil day tank. A fuel oil transfer pump transfers fuel oil from the SBO DG fuel oil storage tank to the day tank. The day tank is provided by the SBO DG manufacturer and is not required to meet any design or regulatory criteria. The day tank capacity is not included in the determination of the duration of SBO operation.

RAI-EPTB-2

Describe how the fuel oil is transferred from the SBO DG fuel oil storage tank to the SBO DG.

Response

An AC-powered fuel oil transfer pump transfers fuel oil from the SBO DG fuel oil storage tank to the day tank mounted within the DG enclosure. The fuel oil transfer pump is energized during engine starting and continues to operate while the DG is operating. Fuel from the day tank is gravity fed to the SBO DG skid through a duplex fuel filter located within the DG enclosure. The fuel system for the SBO DG is described in further detail in Reference 1.

RAI-EPTB-3

In section B.8(c) of the Reference, it is stated that:

Capability to refill the SBO DG fuel oil storage tank from the onsite EDG fuel oil storage tank will be available using a portable tank or a temporary connection between the tanks, but there will be no permanent connections between the two storage tanks."

If a portable tank is used, describe how fuel oil is transferred from the emergency diesel generator (EDG) fuel oil storage tank to the portable tank and from the portable tank to the SBO DG fuel oil storage tank. If pumps are required, describe how they are powered. If a temporary connection between the storage tanks is used, provide a piping schematic showing where the connection is located in the existing fuel oil piping.

Response

As documented in our license amendment request, the SBO DG will include a dedicated fuel oil storage tank with a capacity sufficient for operation of the DG at 100% rated load for at least 36 hours, which provides significant margin over the 8 hours of operation required by the coping analysis. This dedicated fuel oil storage tank will be separate from the fuel oil supply for the onsite emergency AC power system. As referred to in this question one possible means to refill the SBO diesel tank will be from the onsite EDG fuel oil storage tank using a portable tank or a temporary connection between these tanks.

Pump power can be supplied from new Bus 13 via the load center located in the SBO DG enclosure. Bus 13 is powered by the SBO DG; therefore, any electric-driven pump needed will remain powered during an SBO event. Other means may be possible including vendor-supplied deliveries, manual pumps or other vehicle battery powered pumps.

A piping schematic showing where the connection is located in the existing fuel oil piping is shown in Figure 1.

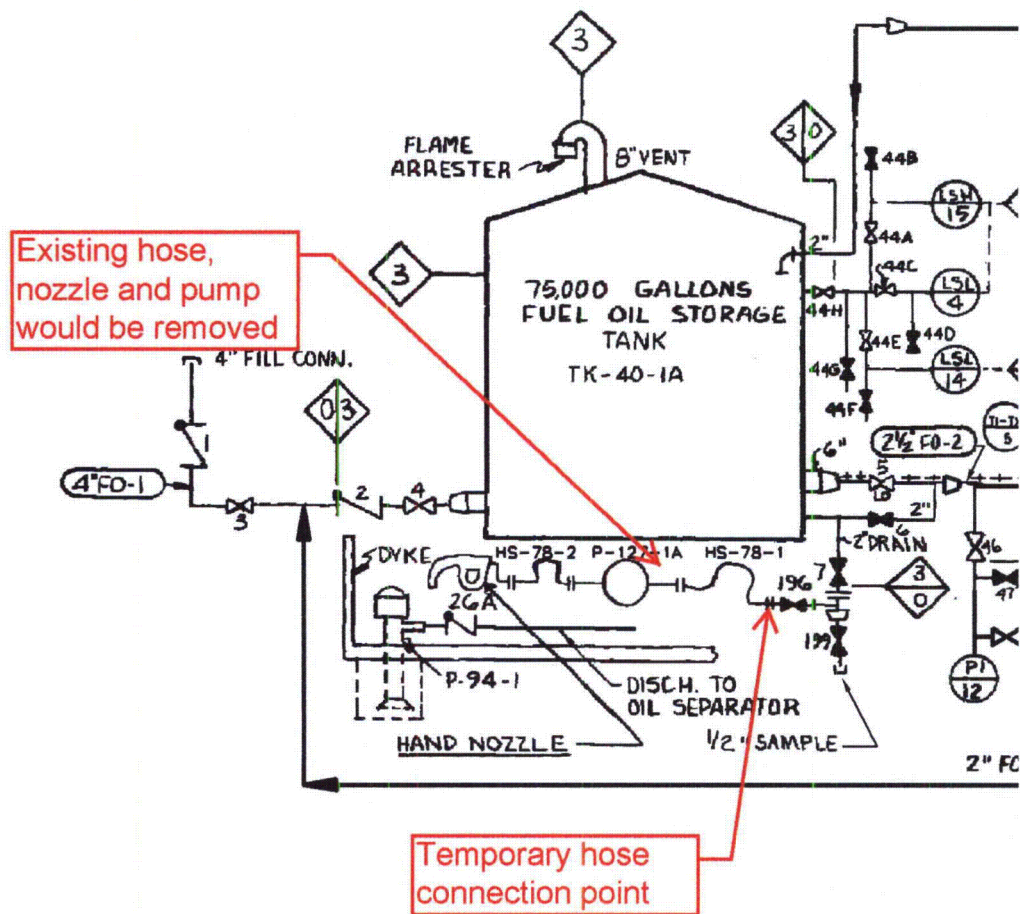


Figure 1 - Temporary Fuel Oil Fill Connection

REFERENCES

1. Caterpillar® Manual RENR 9338-06, "Systems Operation Testing and Adjusting, C-175-16 Generator Set Engine," dated November 2011