

**Proprietary Markings for the Supplemental Requests for Additional Information (RAIs) on the Westinghouse Electric Company Responses to the NRC RAIs Regarding the Review of Topical Report WCAP-17769-P/WCAP-17769-NP, Revision 0, "Reference Fuel Design SVEA-96 Optima3" (Non-Proprietary)**

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FOLLOW UP CLARIFICATION POINTS ON THE WESTINGHOUSE ELECTRIC COMPANY  
RESPONSES TO THE U. S. NUCLEAR REGULATORY COMMISSION (NRC) STAFF'S  
REQUESTS FOR ADDITIONAL INFORMATION (RAIs) REGARDING THE REVIEW OF  
TOPICAL REPORT (TR) WCAP-17769-P/NP,  
REVISION 0, "REFERENCE FUEL DESIGN SVEA-96 OPTIMA3,"  
PROJECT NO. 700

## 1. RAI-06 Supplement 1

RAI#6 sought more detail regarding the stress analyses of the cladding and asked the meaning/basis for the value(s) presented in Table 4.3.3-1. In order to review the cladding stress calculations in greater detail, an audit was conducted at the Westinghouse Rockville Office on May 17-20, 2016. During the audit, cladding stress calculations were reviewed and the LHGR value given in Table 4.3.3-1 [ ]<sup>a,c</sup> was understood to represent a limiting value (the TMOL at BOL). Westinghouse suggested that they might increase this limit with additional justification. NRC requested that the TR be revised to clarify the basis for the LHGR value in the Table and demonstrate that the full range of LHGR was evaluated. This was documented as Open Item #2 during the audit. As written, the proposed Westinghouse revision to the TR (i.e., labeling the LHGR values as "Example Power") does not appear to address Open Item #2 from the audit and an additional RAI will be necessary.

## 2. RAI-09 Supplement 1

RAI #9 references page 4-108 and asks for additional justification for not including [ ]<sup>a,c</sup> in the **cladding temperature** methodology. However, the discussion on page 4-108 actually refers to the **fuel temperature** methodology, which is what RAI#9 was intended to address. So, while Westinghouse did respond regarding the [ ]<sup>a,c</sup> in cladding temperature methodology, it is still necessary to understand why [ ]<sup>a,c</sup> doesn't appear to be considered in the fuel temperature methodology as described on page 4-108.