

BALTIMORE GAS AND ELECTRIC COMPANY

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ARTHUR E. LUNDVALL, JR.  
VICE PRESIDENT  
SUPPLY

July 11, 1979

Office of Nuclear Reactor Regulation  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

ATTENTION: Mr. R. W. Reid, Chief  
Operating Reactors Branch #4  
Division of Operating Reactors

SUBJECT: Calvert Cliffs Nuclear Power Plant  
Unit No. 1, Docket No. 50-317  
Proposed Finding of No Unreviewed Safety  
Question on Unit 2, Cycle 3 Reload Core  
Design

REFERENCES: a) NRC Letter dated 6/14/79 from  
R. W. Reid to A. E. Lundvall  
Calvert Cliffs Unit 1, Cycle 4  
Safety Evaluation Report  
  
b) BG&E Letter dated 5/29/79 from  
A. E. Lundvall to R. W. Reid  
Supplement No. 4 to Unit 1, Cycle 4  
Reload Amendment Application

Gentlemen:

Calvert Cliffs Unit Number 2 is currently operating in its second cycle with a refueling outage scheduled to commence in mid-October, 1979. The purpose of this letter is to advise you of our plans regarding the Unit 2, Cycle 3 reload core design.

The Unit 2, Cycle 3 reload core is designed to perform within the current Cycle 2 design parameters, Technical Specifications and related bases, and current setpoints. A total of sixty-four (64) Batch E assemblies will be inserted at the refueling outage. The Batch E assemblies are identical in their mechanical, nuclear and thermal/hydraulic characteristics to the standard design Batch D assemblies currently operating in Cycle 2. Those Batch E assemblies which will be located under Control Element Assemblies (CEA's) will have guide tube sleeves installed in a manner consistent with that previously approved by NRC staff in Reference (a).

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Office of Nuclear Reactor Regulation  
July 11, 1979  
Page 2

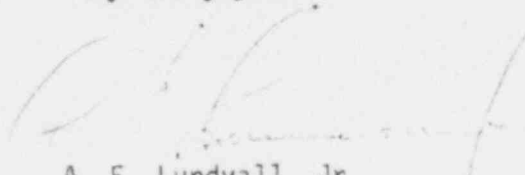
We have conducted a preliminary review of the design and safety analysis effort which is currently being conducted by Combustion Engineering, Inc. This effort includes an evaluation of all of the postulated incidents considered in the FSAP and all subsequent submittals on both Calvert Cliffs units up to the present time. Our review to date indicates that changes to the Technical Specifications will not be required for the operation of Unit 2, Cycle 3 and that there will be no unreviewed safety questions as defined by 10 CFR 50.59 involved with this reload core design.

Upon completion of the design and safety analysis effort now under way at Combustion Engineering, we will conduct a review of the work. If our findings at that time substantiate our present observations, we will conclude that no application for amendment to the Unit 2 operating license will be required for Cycle 3.

Verification of the reload core design will be confirmed by performing a startup test program which will be similar in scope to that defined in Reference (b).

Should this approach not be acceptable to NRC staff, please inform us by August 10, 1979, in order that we may make the appropriate submittal in a timely manner.

Very truly yours,



A. E. Lundvall, Jr.  
Vice President - Supply

AEL/WJL/mrc

cc: J. A. Biddison, Esquire  
G. F. Trowbridge, Esquire  
Messrs. E. L. Conner, Jr. - NRC  
P. W. Kruse - CE

356 346

Office of Nuclear Reactor Regulation  
July 11, 1979  
Page 3

bcc: Messrs. A. E. Lundvall, Jr.  
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R. H. Kent  
L. B. Russell  
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R. C. L. Olson

356 347