LILCO
LONG ISLAND LIGHTING

LONG ISLAND LIGHTING COMPANY
SHOREHAM NUCLEAR POWER STATION
P.O. BOX 618, NORTH COUNTRY ROAD • WADING RIVER, N.Y. 11792

April 7, 1982 SNRC-687

Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

NUREG-0737 Item II.K.3.28 - Qualification of Automatic Depressurization System (ADS) Accumulators
Shoreham Nuclear Power Station - Unit 1
Docket No. 50-322

Reference: SNRC-638 dated November 23, 1981

Dear Mr. Denton:

In an effort to satisfy the requirements of the subject item as stated in Supplement No. 1 to the SER, Long Island Lighting Company had proposed to periodically perform leak testing of the ADS accumulators.

Based on the staff review of this proposed testing as submitted in Reference 1, and a subsequent telephone conversation with your staff, it was agreed that the proposed leak testing would be changed, the intent being to confirm pneumatic system design capability until the long term pneumatic supply would be available. To this end, LILCO has decided to proceed with a test plan as documented on the attached page.

LILCO believes that this commitment is sufficient to resolve this issue. If you have any questions, please contact this office.

Very truly yours,

J. L. Smith
Manager, Special Projects
Shoreham Nuclear Power Station

RWG:mp

cc: J. Higgins
All parties

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Item II.K.3.28

ADS Accumulator System Test

As per discussion with NRC personnel, the following test of the accumulator system to support the ADS function will be performed in lieu of the individual leak tests.

In order to verify the leak-tight integrity of the ADS accumulator system, the applicant will leak test each redundant train during each station refueling outage. The system pressure of 90 psig (intermediate term accumulator pressure alarm point) as measured on a header pressure test gage will be established for train A at which time valves 1P50*MOV 113A and 105A will be closed and 1P50*MOV 114A will be opened and the ADS SRV pilot valves will then be opened. The accumulator header thereby isolated will be required to maintain a pressure greater than or equal to 89 psig, as measured on a header pressure test gage. The train B header will be similarly tested. This test will be performed over a time period of 45 minutes which corresponds to a pressure decay rate of approximately 1.3 psi/hr. At this decay rate, the pneumatic supply to the ADS SRV pilot valves will be operable for a minimum of 48 hours prior to establishment of long term pneumatic supply.

If at the end of the accumulator header leak test, it is found that 89 psig cannot be maintained, the cause shall be identified/corrected and the system will be retested to verify leak-tight integrity.