



ARKANSAS POWER & LIGHT COMPANY

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May 28, 1982

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Director of Nuclear Reactor Regulation
ATTN: Mr. J. F. Stolz, Chief
Operating Reactors Branch #4
Division of Licensing
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

SUBJECT: Arkansas Nuclear One - Unit 1
Docket No. 50-313
License No. DPR-51
EFW Upgrade Status

Gentlemen:

The purpose of this letter is to update you as to the status of AP&L's efforts to upgrade the ANO-1 Emergency Feedwater System (EFW). As described in our letter of December 1, 1981, (1CAN128101) this upgrade involves extensive engineering design work and plant modifications. Also, as indicated by our previous correspondence, completion of these modifications was scheduled for the fifth ANO-1 refueling outage. Recently however, a combination of the slippage of equipment delivery dates and an accelerated schedule for the start of the refueling outage has resulted in a situation which will no longer allow us to complete these modifications as originally scheduled.

The ANO-1 EFW upgrade project has required procurement of a significant amount of new hardware including equipment associated with a new Emergency Feedwater Initiation and Control (EFIC) system, hardware needed for modification of the Reactor Protection System (RPS) and Engineered Safeguards Features (ESF), and new EFW control valves. As discussed below, several delays have been encountered during the procurement of this equipment.

The EFW control valves posed a special problem due to the need to provide Class 1E, environmentally qualified, electrically operated control valves. At present the only safety grade modulating control valves available, meeting our design criteria, are air operated. ANO-1, as was common with plants of its vintage, was not designed with a safety grade air supply system. We were able to locate only one potential vendor of the electrically operated control valves required, the Target Rock Company. These first of a kind valves are presently undergoing testing and are not expected to be ready for shipment before March 1983.

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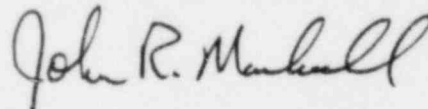
Another significant delay has resulted from the imposition of new NRC equipment qualification requirements for the EFIC control console. The control console for the EFIC system had an originally anticipated lead time of four months based on past experience with equipment of this type. However, due to new equipment qualification requirements the lead time is now 36 to 42 weeks. This places the delivery in approximately February or March 1983.

The revised EFW design also requires modifications to the RPS and ESF. These modifications will provide needed input signals to the EFIC system. The scheduled delivery date for RPS and ESF modifications hardware is January 1983. The RPS equipment had an original delivery date of August 1983 due to the need for development of a new RPS trip module. However, AP&L is now in the process of redesigning the pumping system to delete the requirement for this new module. The redesign will improve the delivery schedule to January 1983.

The EFW upgrade efforts have been further hindered by an accelerated schedule for the start of the fifth ANO-1 refueling outage. During the scheduling and planning for the installation of the EFW upgrade, the fifth refueling outage date was anticipated to be January 1983, however, a higher than expected capacity factor has resulted in a new scheduled refueling date of November 1982.

Despite our best efforts, the EFW upgrade cannot be completed during the fifth refueling outage. However, as can be seen from the delivery dates, much of the EFW upgrade hardware can and will be installed during the upcoming refueling outage. This will be done with emphasis on the work that must be done during an outage, such as installing the transmitters, EFIC cabinets, and pulling cable for the EFIC cabinets. Even so, all of the installation and testing cannot be performed during this outage due to time available and delivery of equipment. Therefore, we propose that all possible work be done during the fifth refueling outage with the installation that can be performed during operation continuing after this outage. The final installation and testing of the upgrade will be completed during the first cold shutdown of sufficient duration, but no later than the sixth refueling outage which is currently scheduled for Fall 1984.

Very truly yours,



John R. Marshall
Manager, Licensing

JRM:MCS:sc