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July 5, 1994

U.S. Nuclear Regulatory Commission
Document Control Desk
Washington, D.C. 20555

Subject: River Bend Station - Unit 1
Docket No. 50-458
Supplemental Information Regarding NRC Inspection Report 50-458/94-03

Reference: 1) NRC Inspection Report 50-458/94-03, Inspection of Motor-Operated Valve Maintenance and Testing Program, dated January 27, 1994, (RBC-44984)

2) GSU letter to NRC dated June 28, 1990 (letter no. RBG-33132)

File No.: G9.5, G15.4.1

RBG-40695

Gentlemen:

The purpose of this letter is to provide details regarding a statement contained in Inspection Report (IR) 50-458/94-03 (Reference 1) which describes some motor-operated valve (MOV) actions planned for refueling outage (RF) 5. This information was discussed between NRC Region IV personnel and River Bend Station (RBS) personnel on March 24, 1994 (before the commencement of RF5).

In August 1993, RBS initiated a study to evaluate MOV test results, perform a sensitivity study, and confirm the operability status for Generic Letter (GL) 89-10 program MOVs. This study established enhanced margin criteria against which the GL 89-10 MOVs in the plant were evaluated. Actions were identified for 39 MOVs whose design margins were considered marginally acceptable in light of our enhanced GL 89-10 criteria. The evaluation was performed for all GL 89-10 gate and globe valves for which design basis calculations had been completed.

As reflected in IR 94-03, a draft version of this study was reviewed by the NRC during an inspection of our MOV program. IR 94-03 discusses the RBS plan to address the 39 marginal valves within the scope of GL 89-10, indicating that each of the valves would be upgraded to meet the enhanced margins of GL 89-10 by the end of RF5 (see last paragraph on page 7 of the IR).

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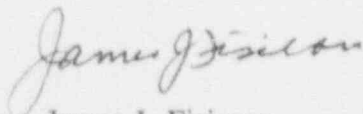
At the time of the inspection, our intention was to complete all of the MOV modifications identified in this study during RF5. However, the draft version of the study was issued only three months before the outage. When our reviews were completed, insufficient time existed to procure certain parts (motors and stems) that are necessary to upgrade three of the 39 valves such that they meet the enhanced margin criteria. These valves will be modified during RF6.

During RF5, 36 of the 39 MOVs were upgraded and/or reanalyzed such that they meet the enhanced margin criteria. Our engineering evaluation confirms that the remaining three valves are operable. These three valves are three inch main steam line drain isolation valves and are of low safety significance based on a probabilistic risk assessment analysis.

We believe that these actions are consistent with our organizational focus on safe operation and our commitments regarding GL 89-10 (Reference 2).

If you have any questions please contact O. P. Bulich at (504) 635-6251.

Sincerely,



James J. Fisicaro
Director - Nuclear Safety

JJF/OPB

cc: Regional Administrator
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