



MISSISSIPPI POWER & LIGHT COMPANY

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August 12, 1985

NUCLEAR LICENSING & SAFETY DEPARTMENT

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

Attention: Mr. Harold R. Denton, Director

Dear Mr. Denton:

SUBJECT: Grand Gulf Nuclear Station
Unit 1
Docket No. 50-416
License No. NPF-29
File: 0260/15180/L-860.0
Additional Information on
OLCR-NLS-85/02
AECM-85/0230

Reference: Letter to Mr. Harold R. Denton from Mr. O. D. Kingsley, Jr. dated
July 3, 1985 (AECM-85/0168)

Mississippi Power and Light (MP&L) Company has been requested by the NRC to provide additional information concerning a proposed addition to Facility Operating License NPF-29 submitted in the reference letter. The proposed change to NPF-29 allows use of the Grand Gulf Auxiliary Building railroad bay area as a secondary containment boundary while spent fuel racks and other equipment are being moved into the Auxiliary Building. Conversations with the Grand Gulf NRC project manager have resulted in a change to the license condition proposed in the reference letter. The change involves restricting the time the railroad bay door is open for the purpose of moving trucks in and out. Since the justification section for item five of the reference letter effectively already commits MP&L to a one hour time frame for moving trucks in and out of the railroad bay area, the revised proposed license condition is provided below only for clarification and to assure a mutual agreement between the NRC and MP&L concerning this issue. The proposed license condition is as follows:

- (39) For a period of time not to exceed 144 cumulative hours, the provisions of Specification 3/4.6.6.1 may be applied to the railroad bay area including the exterior railroad bay door on the auxiliary building in lieu of the present secondary containment boundaries that isolate the railroad bay area. While the railroad bay area is being used as a secondary containment boundary, the railroad bay door may be opened for the purpose of moving trucks in and out provided the four hour limitation in ACTION a of Technical Specification 3.6.6.1 is reduced to one hour. A fire watch shall be established in the railroad bay area while the door is being used as a secondary containment boundary.

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In addition to the licensee condition change, MP&L has been requested and does commit to provide procedural control in the following areas while the license condition is in effect.

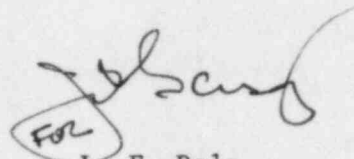
- 1) Reinstallation of the equipment hatch plugs and reestablishment of normal secondary containment boundaries will be initiated during adverse weather conditions (such as tornado warnings).
- 2) The railroad bay door will be closed except when trucks are moving under the door.
- 3) The railroad bay door will remain free of obstructions (except trucks as noted above) to ensure rapid closure when required.
- 4) Visual inspection of railroad bay door seals will be performed each time the door is closed and appropriate corrective action will be taken if needed.
- 5) Steps to accomplish reinstallation of equipment hatch plugs and reestablish secondary containment will be specified.

Additional concerns from the Containment System Branch are addressed as follows:

- 1) The commitment to prove the secondary containment function operability using the railroad bay door as a containment boundary prior to initial removal of the equipment hatch plugs will be done by testing in accordance with Surveillance Requirement 4.6.6.1.b. Surveillance Requirement 4.6.6.1.a will continue to be met at its normal 31 day interval but a special performance of this surveillance to meet this requirement prior to removing the equipment hatch plugs is not considered necessary. If Surveillance Requirement 4.6.6.1.a is required to be performed during the period of time that the proposed license condition is in effect, it will be met utilizing the railroad bay area as a secondary containment boundary.
- 2) The railroad bay area is normally isolated from the secondary containment by qualified inner doors and by the overhead equipment hatch plugs which open to the fuel handling area. Secondary containment function operability will be proven prior to removal of the hatch plugs with the inner doors open thereby exposing the railroad bay area to normal secondary containment. This is preferred because the inner doors are much easier to close than the hatch plugs, and still exposes the railroad bay area to secondary containment conditions. There is therefore no need to prove operability of the secondary containment function after the plugs are removed.
- 3) The commitment to "periodic monitoring of meteorological conditions" will be fulfilled by use of existing off-normal event procedures at GGNS which require specific actions in the event of a tornado warning. As stated above, special administrative controls will be implemented to reestablish normal secondary containment should such an event occur.

If any additional information is required, feel free to contact my office.

Yours truly,



L. F. Dale
Director

WJH/SHH:vog

cc: Mr. J. B. Richard
Mr. O. D. Kingsley, Jr.
Mr. R. B. McGehee
Mr. N. S. Reynolds
Mr. H. L. Thomas
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