GULF STATES UTILITIES COMPANY

RIVER BEND STATION POST OFFICE BOX 220 ST. FRANCISVILLE, LOUISIANA 70775

AREA CODE 504 635-6094 346-8651

November 15, 1985
RBG- 22,630
File Nos. G9.5, G9.25.1.5

Mr. Robert D. Martin, Regional Administrator
U. S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive, Suite 1000
Arlington, TX 76011

Dear Mr. Martin:

River Bend Station - Unit 1
Docket No. 50-458

Attached for your information is a report containing a brief description of a change to the River Bend Station initial test program and a summary of the safety evaluation for that change. This report is provided with regard to NPF-40, License Condition No. 14.

Sincerely,

J. C. Deddens
Vice President
River Bend Nuclear Group

JCD/RJK/amg

Attachment

cc: Director of Inspection & Enforcement
U.S. Nuclear Regulatory Commission
Washington, D. C. 20555

85-1061

IE29
1/1

ATTACHMENT

Summary Description of Change

Section 14.2.10.1.6 of the River Bend Station Final Safety Analysis Report (FSAR) describes initial open vessel tests (Test No. 4 and 6). This revision allows associated full core shutdown margin and Source Range Monitor (SRM) performance testing during heatup with the reactor vessel head installed.

Summary of Safety Evaluation

DISCUSSION

The objective of Test No. 4 is to demonstrate that the reactor is subcritical throughout the first fuel cycle with any single control rod fully withdrawn. The objective of Test No. 6 is to demonstrate that the SRM instrumentation provides adequate information to achieve criticality and to show overlap exists between the Intermediate Range Monitor (IRM) and SRM instrumentation. These changes do not alter the test as described in the FSAR or performance of the tests to demonstrate the adequacy of the shutdown margin and SRM instrumentation. It has been determined that the operation of equipment during the tests are not affected by these changes. The tests are considered the same as before the changes except for being performed during test condition "heatup" instead of "open vessel".

By performing in test condition "heat-up" the initial criticality will be performed with the vessel head installed and containment set. Special test exception identified in Technical Specification Section 3/4.10.1 is not required. Thus, a greater margin of safety is achieved by performing the initial criticality during test condition "heat-up".

CONCLUSION

By performing the SRM performance test during heatup with the reactor vessel head installed, the change enhances safety system operability and the safe operation of the plant. This procedure will be performed as presently described in the FSAR. Test No. 4 data is collected for demonstration of the shutdown margin. The margin of safety for Test No. 6 will be enhanced by verifying proper SRM operation and IRM overlap with the head installed and containment set. These revisions do not involve an unreviewed safety question. Therefore, shutdown margin and SRM performance testing during heatup with the reactor vessel head installed can be conducted.