



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

NOV 07 1985

Docket No.: 50-483

LICENSEE: Union Electric Company
FACILITY: Callaway Plant, Unit 1
SUBJECT: MINUTES OF MEETING WITH UNION ELECTRIC REGARDING PROPOSED
MODIFICATIONS TO THE LOW TEMPERATURE OVERPRESSURE PROTECTION
(LTOP) SYSTEM AT CALLAWAY

On November 5, 1985, representatives of the Union Electric Company and SNUPPS met with the staff to discuss proposed modifications to the LTOP system at Callaway. Meeting attendees are listed in Enclosure 1. Slides used during the presentation are in Enclosure 2.

The meeting began with some background discussion. On December 28, 1984, the licensee responded to License Condition 2.C.(12) and proposed that reliance on administrative controls with the addition of alarm circuits provided adequate protection to satisfy LTOP concerns at Callaway. The staff approved the licensee's proposal on July 30, 1985. License Condition 2.C.(12) states that within one year of receiving staff approval of the modifications, the licensee shall have the approved modifications installed.

The licensee informed the staff that they have identified a problem with implementing the alarm circuitry as described in their December 28, 1984 submittal. That submittal describes the addition of an alarm circuit to certain RHR/RCS suction isolation valves such that if the valves are open or do not have power available and the interlock activation setpoint is reached, the alarm would initiate on the main control board. This ensures that the valves are closed as pressure increases past the interlock activation setpoint. The problem arises at higher power and pressure levels when power to the valves is locked out to prevent inadvertent or spurious opening of the valves. At this point, the "no power" input to the alarm circuitry activates the alarm. Although the audible portion of the alarm can be cleared, the light on the control board will remain.

The licensee is now considering a new proposal to satisfy LTOP concerns. The new proposal would have an alarm circuit that would initiate only if the valves are open and the interlock activation setpoint is reached. In addition, valve status will be obtained directly from the valve instead of from the motor control center as in the original proposal.

NOV 07 1985

The staff stated that the new proposal appears to be acceptable at their review level, however they cautioned that the ultimate decision rests with their management. The licensee stated that they did not expect to obtain staff approval at this time. Rather, they were interested in any feedback the staff had to offer so that any staff concerns would be addressed in their formal submittal, currently expected in about 1 week. The licensee desires to have staff approval of their new proposal by the end of this year so they can begin implementing the modifications at their first refueling outage, currently scheduled to begin on March 1, 1986.

ORIGINAL SIGNED BY:

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Enclosures: As stated

cc: See next page

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LB#1/DL *[Signature]*
TAlexion/mac
11/17/85

LB#1/DL *PWOC*
for BJYoungblood
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Callaway Plant
Unit No. 1

NOV 07 1985

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NOV 07 1985

- 2 - Callaway Plant
Unit No. 1

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ENCLOSURE 1

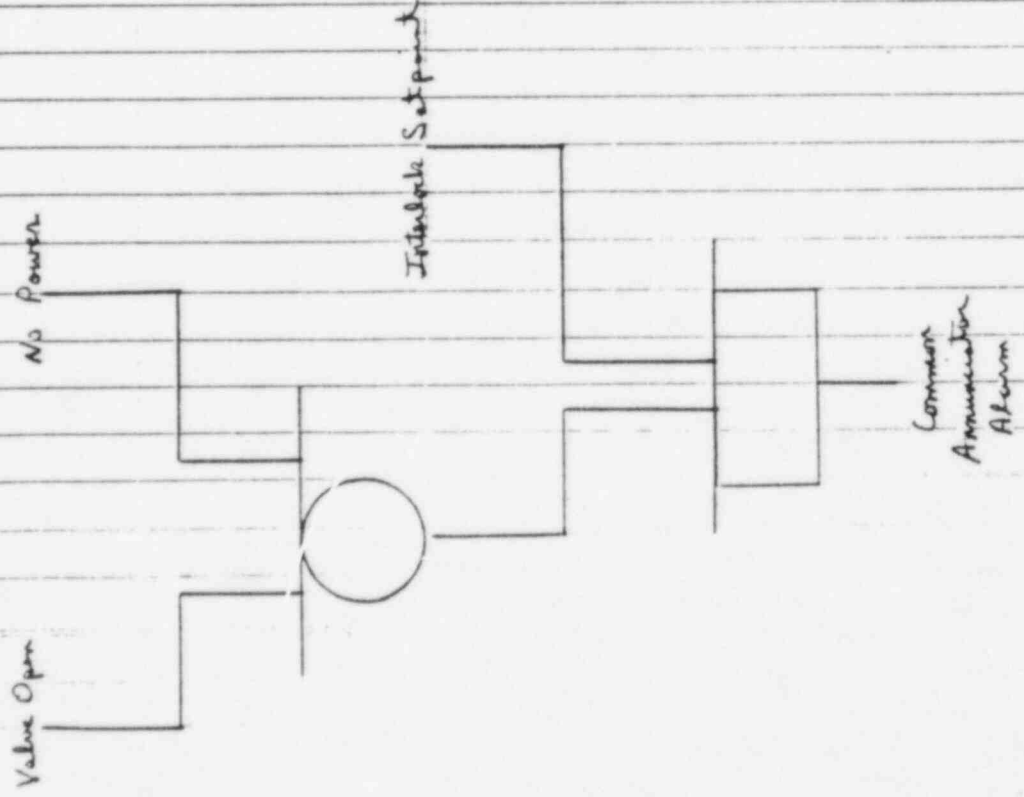
PROPOSED MODIFICATIONS TO THE LTOP

SYSTEM AT CALLAWAY

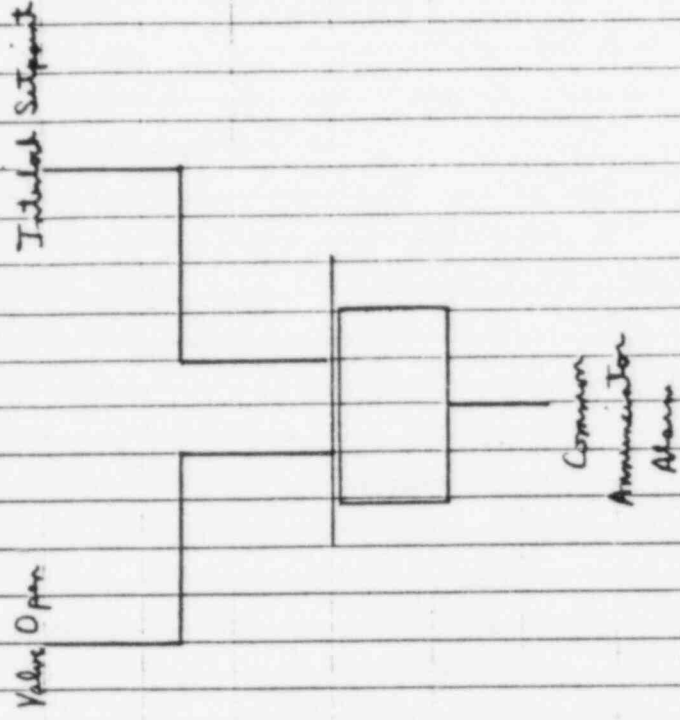
NOVEMBER 5, 1985

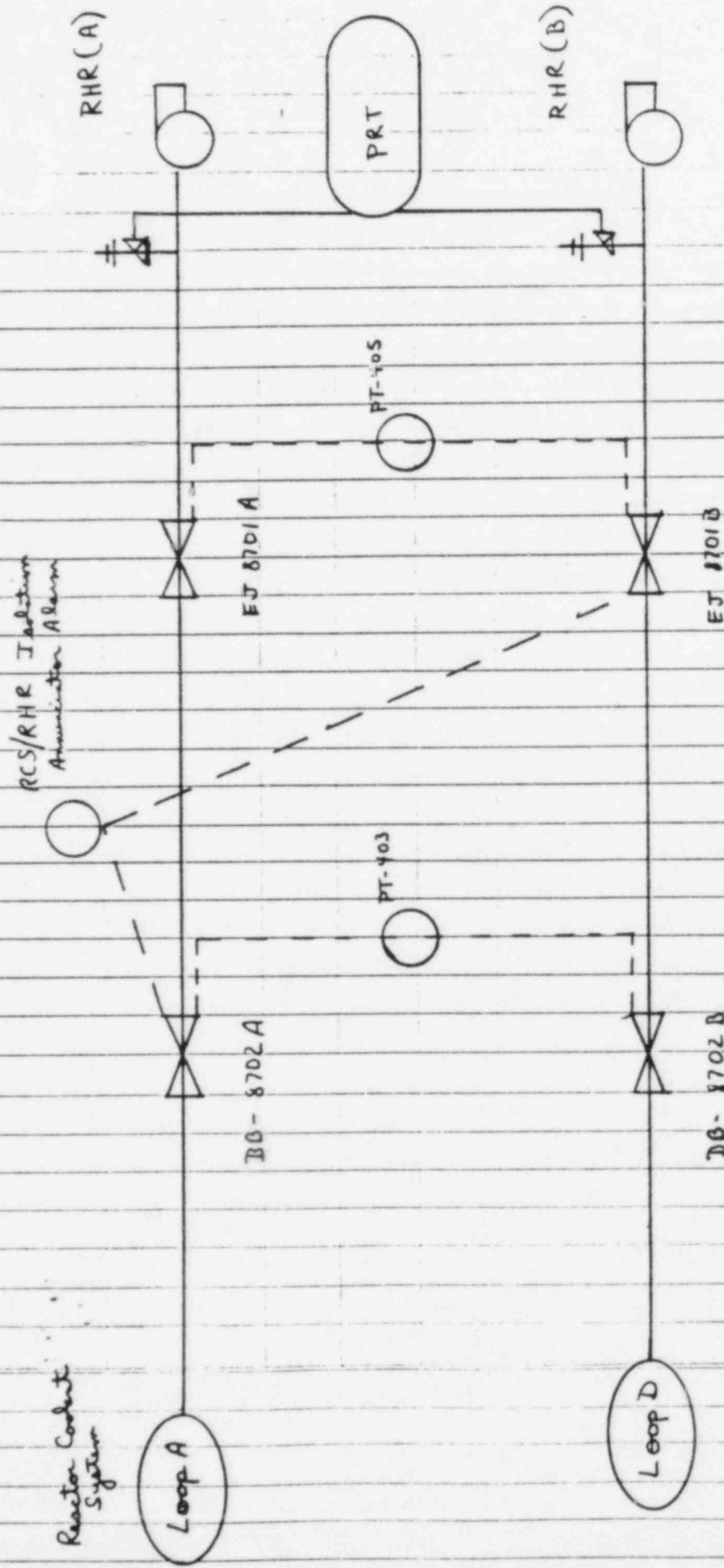
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Tom Alexion	NRC/DL
Vincent Leung	NRC/DSI
Ed Lantz	NRC/DSI
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Present NRC Approved Design
44NRC-1003 (12/28/84)



New Proposed Design





NOV 07 1985

MEETING SUMMARY DISTRIBUTION

Docket File

NRC PDR

L PDR

NSIC

PRC System

LB#1 Reading File

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