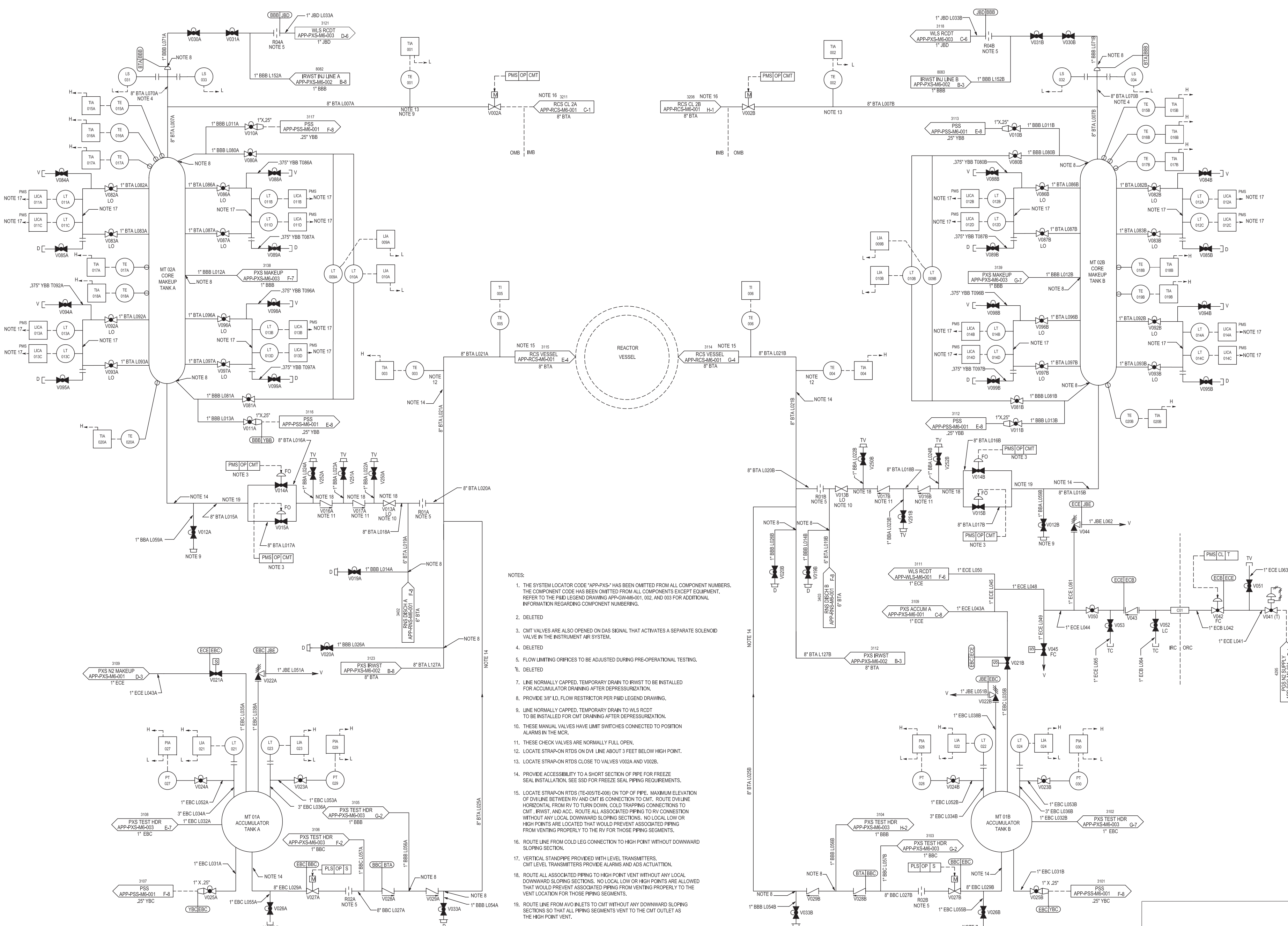

NOTES:

1. THE SYSTEM LOCATOR CODE "APP-PXS-" HAS BEEN OMITTED FROM ALL COMPONENT NUMBERS. THE COMPONENT CODE HAS BEEN OMITTED FROM ALL COMPONENTS EXCEPT EQUIPMENT. REFER TO THE P&ID LEGEND DRAWING APP-GW-M6-001, 002, AND 003 FOR ADDITIONAL INFORMATION REGARDING COMPONENT NUMBERING.
2. DELETED
3. CMT VALVES ARE ALSO OPENED ON DAS SIGNAL THAT ACTIVATES A SEPARATE SOLENOID VALVE IN THE INSTRUMENT AIR SYSTEM.
4. DELETED
5. FLOW LIMITING ORIFICES TO BE ADJUSTED DURING PRE-OPERATIONAL TESTING.
6. DELETED
7. LINE NORMALLY CAPPED. TEMPORARY DRAIN TO IRWST TO BE INSTALLED FOR ACCUMULATOR DRAINING AFTER DEPRESSURIZATION.
8. PROVIDE 3/8" I.D. FLOW RESTRICTOR PER P&ID LEGEND DRAWING.
9. LINE NORMALLY CAPPED. TEMPORARY DRAIN TO WLS RCDT TO BE INSTALLED FOR CMT DRAINING AFTER DEPRESSURIZATION.
10. THESE MANUAL VALVES HAVE LIMIT SWITCHES CONNECTED TO POSITION ALARMS IN THE MCR.
11. THESE CHECK VALVES ARE NORMALLY FULL OPEN.
12. LOCATE STRAP-ON RTDS ON DVI LINE ABOUT 3 FEET BELOW HIGH POINT.
13. LOCATE STRAP-ON RTDS CLOSE TO VALVES V002A AND V002B.
14. PROVIDE ACCESSIBILITY TO A SHORT SECTION OF PIPE FOR FREEZE SEAL INSTALLATION. SEE SSD FOR FREEZE SEAL PIPING REQUIREMENTS.
15. LOCATE STRAP-ON RTDS (TE-005/TE-006) ON TOP OF PIPE. MAXIMUM ELEVATION OF DVI LINE BETWEEN RV AND CMT IS CONNECTION TO CMT. ROUTE DVI LINE HORIZONTAL FROM RV TO TURN DOWN, COLD TRAPPING CONNECTIONS TO CMT , IRWST, AND ACC. ROUTE ALL ASSOCIATED PIPING TO RV CONNESTION WITHOUT ANY LOCAL DOWNWARD SLOPING SECTIONS. NO LOCAL LOW OR HIGH POINTS ARE LOCATED THAT WOULD PREVENT ASSOCIATED PIPING FROM VENTING PROPERLY TO THE RV FOR THOSE PIPING SEGMENTS.
16. ROUTE LINE FROM COLD LEG CONNECTION TO HIGH POINT WITHOUT DOWNWARD SLOPING SECTION.
17. VERTICAL STANDPIPE PROVIDED WITH LEVEL TRANSMITTERS. CMT LEVEL TRANSMITTERS PROVIDE ALARMS AND ADS ACTUATTION.
18. ROUTE ALL ASSOCIATED PIPING TO HIGH POINT VENT WITHOUT ANY LOCAL DOWNWARD SLOPING SECTIONS. NO LOCAL LOW OR HIGH POINTS ARE ALLOWED THAT WOULD PREVENT ASSOCIATED PIPING FROM VENTING PROPERLY TO THE VENT LOCATION FOR THOSE PIPING SEGMENTS.
19. ROUTE LINE FROM AVO INLETS TO CMT WITHOUT ANY DOWNWARD SLOPING SECTIONS SO THAT ALL PIPING SEGMENTS VENT TO THE CMT OUTLET AS THE HIGH POINT VENT.

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FIGURE 6.3-201 (SHEET 1 OF 3)

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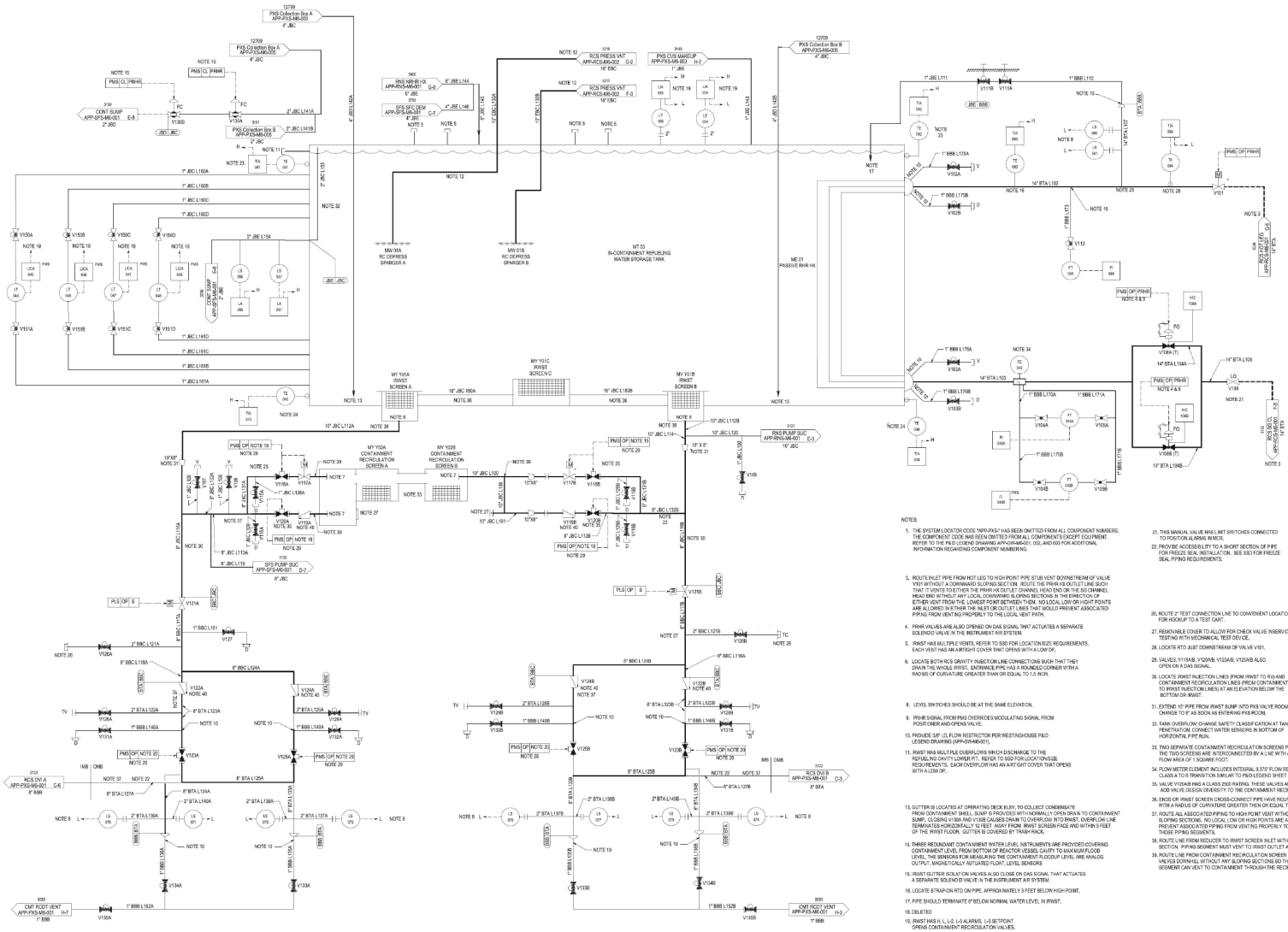

NOTES:

1. THE SYSTEM LOCATOR CODE "APP-PXS-" HAS BEEN OMITTED FROM ALL COMPONENT NUMBERS. THE COMPONENT CODE HAS BEEN OMITTED FROM ALL COMPONENTS EXCEPT EQUIPMENT. REFER TO THE P&ID LEGEND DRAWING APP-OPA-M6-001, 002, AND 003 FOR ADDITIONAL INFORMATION REGARDING COMPONENT NUMBERING.
3. ROUTE INLET PIPE FROM HOT LEG TO HIGH POINT PIPE STUB VENT DOWNSTREAM OF VALVE V101 WITHOUT A DOWNWARD SLOPING SECTION. ROUTE THE PRHR HX OUTLET LINE SUCH THAT IT VENTS TO EITHER THE PRHR HX OUTLET CHANNEL HEAD END OR THE SG CHANNEL HEAD END WITHOUT ANY LOCAL DOWNWARD SLOPING SECTIONS IN THE DIRECTION OF EITHER VENT FROM THE LOWEST POINT BETWEEN THEM. NO LOCAL LOW OR HIGH POINTS ARE ALLOWED IN EITHER THE INLET OR OUTLET LINES THAT WOULD PREVENT ASSOCIATED PIPING FROM VENTING PROPERLY TO THE LOCAL VENT PATH.
4. PRHR VALVES ARE ALSO OPENED ON DAS SIGNAL THAT ACTUATES A SEPARATE SOLENOID VALVE IN THE INSTRUMENT AIR SYSTEM.
5. RWST HAS MULTIPLE VENTS, REFER TO SSD FOR LOCATION/SIZE REQUIREMENTS. EACH VENT HAS AN AIRTIGHT COVER THAT OPENS WITH A LOW DP.
6. LOCATE BOTH RCS GRAVITY INJECTION LINE CONNECTIONS SUCH THAT THEY DRAIN THE WHOLE RWST. ENTRANCE PIPE HAS A ROUNDED CORNER WITH A RADIUS OF CURVATURE GREATER THAN OR EQUAL TO 1.5 INCH.
8. LEVEL SWITCHES SHOULD BE AT THE SAME ELEVATION.
9. PRHR SIGNAL FROM PMS OVERRIDES MODULATING SIGNAL FROM POSITIONER AND OPENS VALVE.
10. PROVIDE 3/8" I.D. FLOW RESTRICTOR PER WESTINGHOUSE P&ID LEGEND DRAWING (APP-GW-M6-001).
11. RWST HAS MULTIPLE OVERFLOWS WHICH DISCHARGE TO THE REFUELING CAVITY LOWER PIT. REFER TO SSD FOR LOCATION/SIZE REQUIREMENTS. EACH OVERFLOW HAS AN AIRTIGHT COVER THAT OPENS WITH A LOW DP.
13. GUTTER IS LOCATED AT OPERATING DECK ELEV. TO COLLECT CONDENSATE FROM CONTAINMENT SHELL. SUMP IS PROVIDED WITH NORMALLY OPEN DRAIN TO CONTAINMENT SUMP. CLOSING V139A AND V139B CAUSES DRAIN TO OVERFLOW INTO RWST. OVERFLOW LINE TERMINATES HORIZONTALLY 12 FEET AWAY FROM RWST SCREEN FACE AND WITHIN 5 FEET OF THE RWST FLOOR. GUTTER IS COVERED BY TRASH RACK.
14. THREE REDUNDANT CONTAINMENT WATER LEVEL INSTRUMENTS ARE PROVIDED COVERING CONTAINMENT LEVEL FROM BOTTOM OF REACTOR VESSEL CAVITY TO MAXIMUM FLOOD LEVEL. THE SENSORS FOR MEASURING THE CONTAINMENT FLOODUP LEVEL ARE ANALOG OUTPUT, MAGNETICALLY ACTUATED FLOAT-LEVEL SENSORS.
15. RWST GUTTER ISOLATION VALVES ALSO CLOSE ON DAS SIGNAL THAT ACTUATES A SEPARATE SOLENOID VALVE IN THE INSTRUMENT AIR SYSTEM.
16. LOCATE STRAP-ON RTD ON PIPE, APPROXIMATELY 3 FEET BELOW HIGH POINT.
17. PIPE SHOULD TERMINATE 6" BELOW NORMAL WATER LEVEL IN RWST.
18. DELETED
19. RWST HAS H, L, L-2, L-3 ALARMS. L-3 SETPOINT OPENS CONTAINMENT RECIRCULATION VALVES.
20. ADS STAGE 4 ACTUATION SIGNAL OR A LOW HL LEVEL SIGNAL OPENS RWST INJECTION VALVES.
21. THIS MANUAL VALVE HAS LIMIT SWITCHES CONNECTED TO POSITION ALARMS IN MCR.
22. PROVIDE ACCESSIBILITY TO A SHORT SECTION OF PIPE FOR FREEZE SEAL INSTALLATION. SEE SSD FOR FREEZE SEAL PIPING REQUIREMENTS.
26. ROUTE 2" TEST CONNECTION LINE TO CONVENIENT LOCATION FOR HOOKUP TO A TEST CART.
27. REMOVABLE COVER TO ALLOW FOR CHECK VALVE INSERVICE TESTING WITH MECHANICAL TEST DEVICE.
28. LOCATE RTD JUST DOWNSTREAM OF VALVE V101.
29. VALVES, V119A/B, V120A/B, V123A/B, V125A/B ALSO OPEN ON A DAS SIGNAL.
30. LOCATE RWST INJECTION LINES (FROM RWST TO RV) AND CONTAINMENT RECIRCULATION LINES (FROM CONTAINMENT TO RWST INJECTION LINES) AT AN ELEVATION BELOW THE BOTTOM OF RWST.
31. EXTEND 10" PIPE FROM RWST SUMP INTO PXS VALVE ROOM. CHANGE TO 8" AS SOON AS ENTERING PXS ROOM.
32. TANK OVERFLOW CHANGE SAFETY CLASS F EATION AT TANK PENETRATION. CONNECT WATER SENSORS IN BOTTOM OF HORIZONTAL PIPE RUN.
33. TWO SEPARATE CONTAINMENT RECIRCULATION SCREENS PROVIDED. THE TWO SCREENS ARE INTERCONNECTED BY A LINE WITH A MINIMUM FLOW AREA OF 1 SQUARE FOOT.
34. FLOW METER ELEMENT INCLUDES INTEGRAL 0.375" FLOW RESTRICTOR FOR CLASS A TO B TRANSITION SIMILAR TO P&ID LEGEND SHEET 2 NOTE 7.
35. VALVE V120A/B HAS A CLASS 2500 RATING. THESE VALVES ARE EMPLOYED TO ADD VALVE DESIGN DIVERSITY TO THE CONTAINMENT RECIRCULATION LINE.
36. ENDS OF RWST SCREEN CROSS-CONNECT PIPE HAVE ROUNDED CORNERS WITH A RADIUS OF CURVATURE GREATER THEN OR EQUAL TO 2.25".
37. ROUTE ALL ASSOCIATED PIPING TO HIGH POINT VENT WITHOUT ANY LOCAL DOWNWARD SLOPING SECTIONS. NO LOCAL LOW OR HIGH POINTS ARE ALLOWED THAT WOULD PREVENT ASSOCIATED PIPING FROM VENTING PROPERLY TO THE VENT LOCATIONS FOR THOSE PIPING SEGMENTS.
38. ROUTE LINE FROM REDUCER TO RWST SCREEN INLET WITHOUT A DOWNWARD SLOPING SECTION. PIPING SEGMENT MUST VENT TO RWST OUTLET AS THE HIGH POINT.
39. ROUTE LINE FROM CONTAINMENT RECIRCULATION SCREEN TO PARALLEL SQUIB VALVES DOWNHILL WITHOUT ANY SLOPING SECTIONS SO THAT ALL PIPING SEGMENT CAN VENT TO CONTAINMENT THROUGH THE RECIRCULATION SCREENS.

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FIGURE 6.3-201 (Sheet 2 of 3)

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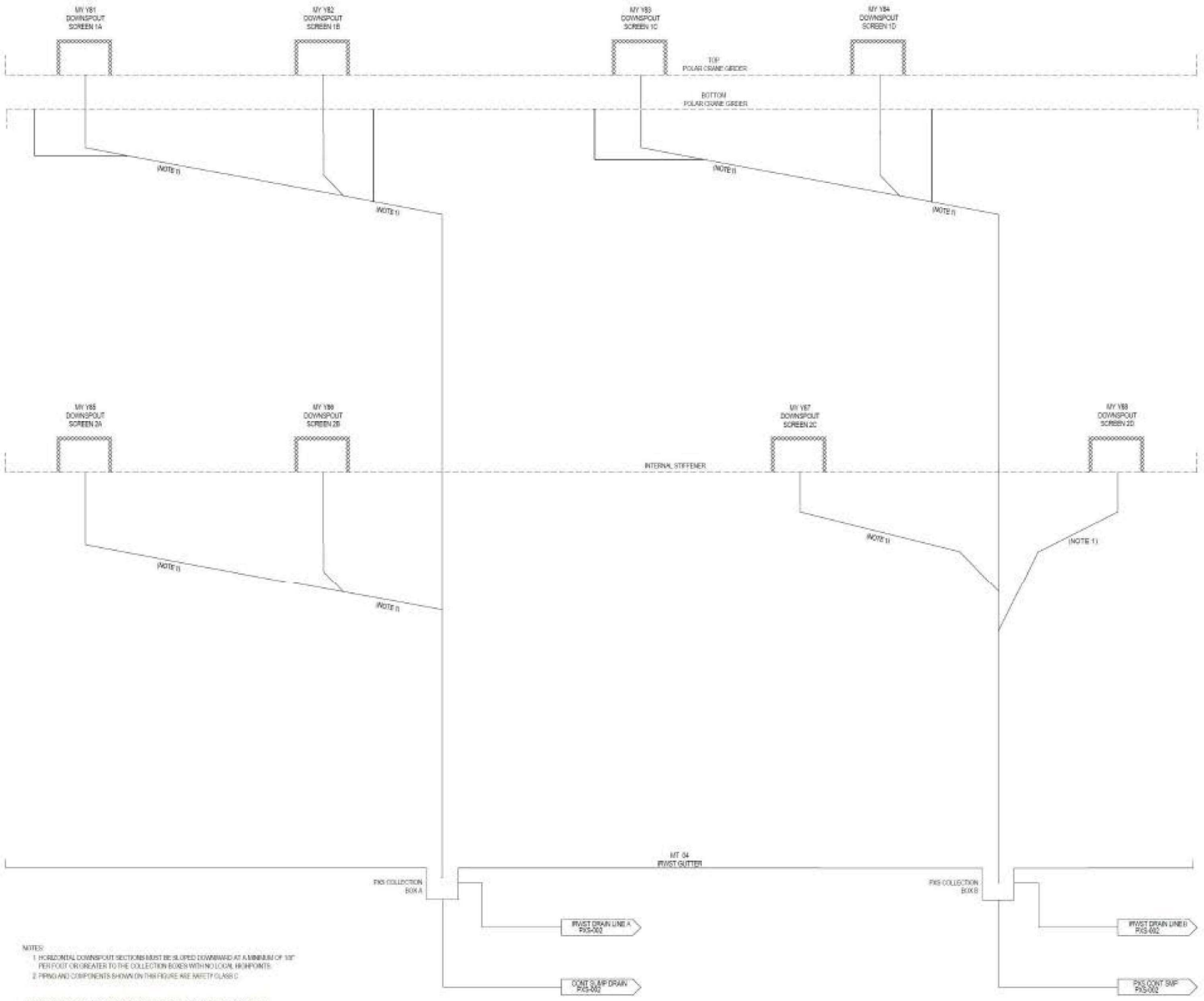

NOTES:

1. HORIZONTAL DOWNSPOUT SECTIONS MUST BE SLOPED DOWNWARD AT A MINIMUM OF 1/8" PER FOOT OR GREATER TO THE COLLECTION BOXES WITH NO LOCAL HIGHPOINTS.
2. PIPING AND COMPONENTS SHOWN ON THIS FIGURE ARE SAFETY CLASS C.

VENTS, DRAINS AND TEST CONNECTIONS ARE INCLUDED IN THE SYSTEM DESIGN BUT NOT SPECIFICALLY SHOWN ON DCD FIGURES.

FIGURE REPRESENTS SYSTEM FUNCTIONAL ARRANGEMENT. DETAILS INTERNAL TO THE SYSTEM MAY DIFFER AS A RESULT OF IMPLEMENTATION FACTORS SUCH AS VENDOR SPECIFIC COMPONENT REQUIREMENTS.

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FIGURE 6.3-201 (Sheet 3 of 3)
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