

5.5 Procedures, Programs, and Manuals (continued)

5.5.2.14 Configuration Risk Management Program (CRMP) (Continued)

- d. Provisions for assessing the need for additional actions after the discovery of additional equipment out of service conditions while in the LCO Condition.
- e. Provisions for considering other applicable risk significant contributors such as Level 2 issues, and external events, qualitatively or quantitatively.

5.5.2.15 Containment Leakage Rate Testing Program

A program shall be established to implement the leakage rate testing of the containment as required by 10 CFR 50.54(o) and 10 CFR 50, Appendix J, Option B, as modified by approved exemptions. This program shall be in accordance with the guidelines contained in Regulatory Guide 1.163, "Performance-Based Containment Leak-Test Program", dated September 1995.

The calculated peak containment internal pressure related to the design basis loss-of-coolant accident, P_a , is 45.9 psig (P_a will conservatively be assumed to be equal to the calculated peak containment internal pressure for the design basis Main Steam Line Break (56.5 psig) for the purpose of containment testing in accordance with this Technical Specification).

The maximum allowable containment leakage rate, L_a , at P_a , shall be 0.10% of containment air weight per day.

Leakage rate acceptance criteria are:

- a. The Containment overall leakage rate acceptance criterion is $\leq 1.0 L_a$. During the first unit startup following testing in accordance with this program, the leakage rate acceptance criteria are $\leq 0.60 L_a$ for the Type B and Type C tests and $\leq 0.75 L_a$ for the Type A tests;
- b. Air lock testing acceptance criteria are:
 - 1) Overall air lock leakage rate is $\leq 0.05 L_a$ when tested at $\geq P_a$.
 - 2) For each door, the leakage rate is $\leq 0.01 L_a$ when pressurized to ≥ 9.0 psig.