

From: Peter Tam
To: David Helker; David Robillard
Date: 2/25/04 8:56AM
Subject: Oyster Creek: Draft RAI on Proposed Amendment to use TSTF-360 (TAC MB8481)

Dave, Dave:

This refers to your application for amendment dated 4/21/03. Our reviewer, Tommy Le, would like to discuss with you in a conference the following draft questions. Please call me to set up such a conference call.

(1) The application stated that station batteries B and C each has two associated full capacity chargers. One charger on each battery is in service at all times with the second charger available in the event of a charger failure.

a. Please explain the administrative control, if any, under which the plant operator would know which one of the two battery chargers is the one that is in service at all times to maintain the DC subsystem operable. Please provide information regarding AC power supply sources to the battery chargers during normal plant operation and during loss of offsite power sources.

b. When the charger described as "in service at all times" is declared "inoperable" and the "second charger" is switched in to substitute for the inoperable charger, what maintenance actions, if any, and within what time frame, will be initiated for the inoperable charger while the completion time specified by Specifications 3.7.D.1 and 3.7.D.2 is in effect?

c. Please identify and justify compensatory measures that will be implemented during the proposed 7-day allowed outage time for an inoperable battery charger.

(2) The application stated that each station battery has two associated full capacity chargers. For plant in Mode 1, 2, and 3, one charger for each battery is in service and the other is kept as a "second charger".

a. Please define "full capacity charger," and state if each of the chargers was designed to be capable of handling transient loading demand requirements for all initiating events if the associated battery is out of service for any reason. This includes the adequacy of the battery charger to handle transient loading requirements caused by the re-alignment of the AC sources following a reactor trip.

b. The application stated that the battery is estimated to be 98% charged when its stable charging current measurement is less than or equal to 2 amps for the station batteries. Assuming that the battery is 98% charged and the battery age is some where at the end of its previous discharge 24-month test cycle, provide justification that the battery is still capable of handling transient loading demand requirements for all initiating events if both of the associated battery charger are out of service for any reason.

This e-mail aims solely to prepare you and others for the proposed conference call. It does not formally state an NRC staff position, nor does it formally request for additional information.

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