

5.5 Programs and Manuals

5.5.11 Safety Function Determination Program (SFDP) (continued)

- b. A loss of safety function exists when, assuming no concurrent single failure, and assuming no concurrent loss of offsite power or loss of onsite diesel generator(s), a safety function assumed in the accident analysis cannot be performed. For the purpose of this program, a loss of safety function may exist when a support system is inoperable, and:
 - 1. A required system redundant to system(s) supported by the inoperable support system is also inoperable; or
 - 2. A required system redundant to system(s) in turn supported by the inoperable supported system is also inoperable; or
 - 3. A required system redundant to support system(s) for the supported systems described in b.1 and b.2 above is also inoperable.
- c. The SFDP identifies where a loss of safety function exists. If a loss of safety function is determined to exist by this program, the appropriate Conditions and Required Actions of the LCO in which the loss of safety function exists are required to be entered. When a loss of safety function is caused by the inoperability of a single Technical Specification support system, the appropriate Conditions and Required Actions to enter are those of the support system.

5.5.12 Primary Containment Leakage Rate Testing Program

- a. This program shall establish the leakage testing of the primary containment as required by 10 CFR 50.54(o) and 10 CFR 50, Appendix J, Option B, as modified by approved exemption. This program shall be in accordance with the guidelines contained in Regulatory Guide 1.163, "Performance-Based Containment Leak-Testing Program," dated September 1995, as modified by the following exceptions:
 - 1. NEI 94-01 - 1995, Section 9.2.3: The first Unit 1 Type A test performed after the July 23, 1994, Type A test shall be performed no later than July 22, 2009.

(continued)

5.5 Programs and Manuals

5.5.12 Primary Containment Leakage Rate Testing Program (continued)

2. NEI 94-01 - 1995, Section 9.2.3: The first Unit 2 Type A test performed after the May 17, 1993, Type A test shall be performed no later than May 16, 2008.
 - b. The peak calculated primary containment internal pressure for the design basis loss of coolant accident, P_a , is 43.9 psig.
 - c. The maximum allowable primary containment leakage rate, L_a , at P_a , is 1% of primary containment air weight per day.
 - d. Leakage rate acceptance criteria are:
 1. Primary 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 combined Type B and Type C tests, and $\leq 0.75 L_a$ for Type A tests.
 2. Air lock testing acceptance criteria is the overall air lock leakage rate is $\leq 0.05 L_a$ when tested at $\geq P_a$.
 - e. The provisions of SR 3.0.3 are applicable to the Primary Containment Leakage Rate Testing Program.
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