

July 15, 2004

MEMORANDUM TO: James W. Clifford, Chief, Section 2  
Project Directorate I  
Division of Licensing Project Management  
Office of Nuclear Reactor Regulation

FROM: Scott P. Wall, Project Manager, Section 2 /RA/  
Project Directorate I  
Division of Licensing Project Management  
Office of Nuclear Reactor Regulation

SUBJECT: SEABROOK STATION, DRAFT REQUEST FOR ADDITIONAL  
INFORMATION (TAC NO. MC0635)

The attached draft request for information (RAI) was transmitted on July 15, 2004, to Mr. Michael O'Keefe of FPL Energy Seabrook, LLC (FPLES or the licensee). This draft RAI was transmitted to facilitate the technical review being conducted by NRR and to support a conference call with the licensee to discuss the RAI.

This RAI is related to the licensee's amendment request for Seabrook Station (Seabrook) dated August 25, 2003. The proposed amendment would revise Seabrook's Technical Specifications for Allowed Outage Time for Emergency Diesel Generator after the installation of a Supplemental Emergency Power Supply.

Docket No. 50-443

Attachment: RAI

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ACCESSION NO.: ML041980045

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REQUEST FOR ADDITIONAL INFORMATION  
RELATED TO THE SUPPLEMENTAL EMERGENCY POWER SYSTEM

SEABROOK STATION

DOCKET NO. 50-443

TAC NO. MC0635

By letter dated August 25, 2003, FPL Energy Seabrook, LLC (FPLES or the licensee) submitted an amendment request for Seabrook. The proposed amendment would revise Seabrook's Technical Specifications for Allowed Outage Time for Emergency Diesel Generators (EDGs) after the installation of a Supplemental Emergency Power Supply (SEPS).

The U.S. Nuclear Regulatory Commission (NRC) staff has reviewed the information the licensee provided that supports the proposed amendment and requests the following additional information to clarify the submittal:

1. In the August 25, 2003, submittal, FPLES identified common cause failure probability between SEPS and the EDG was not modeled. Provide additional basis for this assumption. For example, what assurance is there that separate maintenance crews would be used?
2. FPLES stated that frequent use of the extended AOT would also become evident through the "Emergency AC Power" NRC Performance Indicator crossing the threshold from "Green" to "White". How many entries would result in the indicator change?
3. Discuss the SEPS design criteria as it relates to the Seabrook Severe Accident Management Guidelines (SAMGs).