5.5   Programs and Manuals

5.5.13   <u>Safety Function Determination Program (SFDP)</u> (continued)

A loss of safety function exists when, assuming no concurrent single failure, no concurrent loss of offsite power or no concurrent 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:

a.   A required system redundant to the system(s) supported by the inoperable support system is also inoperable; or

b.   A required system redundant to the system(s) in turn supported by the inoperable supported system is also inoperable; or

c.   A required system redundant to the inoperable support system(s) for the supported systems (a) and (b) above is also inoperable.

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   Programs and Manuals (continued)

5.5.14   Containment Leakage Rate Testing Program

a.   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, as modified by the following exception:

1.   Unit 1 is excepted from post-modification integrated leakage rate testing requirements associated with steam generator replacement.

b.   The peak calculated containment internal pressure for the design basis loss of coolant accident is less than the containment internal design pressure, P_a, of 46 psig.

c.   The maximum allowable primary containment leakage rate, L_a, at P_a, shall be 0.25% of primary containment air weight per day. For pipes connected to systems that are in the auxiliary building special ventilation zone, the total leakage shall be less than 0.1% of primary containment air weight per day at pressure P_a. For pipes connected to ystems that are exterior to both the shield building and the auxiliary building special ventilation zone, the total leakage past isolation valves shall be less than 0.01% of primary containment air weight per day at pressure P_a.

5.5   Programs and Manuals

5.5.14   Containment Leakage Rate Testing Program (continued)

    d.   Leakage Rate acceptance criteria are:

        1.   Primary containment leakage rate acceptance criterion is $\leq 1.0\ L_a$. Prior to unit startup, following testing in accordance with the program, the combined leakage rate acceptance criteria are $\leq 0.60\ L_a$ for all components subject to Type B and Type C tests and $\leq 0.75\ L_a$ for Type A tests.

        2.   Air lock testing acceptance criteria are:

            a)   Overall air lock leakage rate is $\leq 0.05\ L_a$ when tested at ≥ 46 psig.

            b)   For each door intergasket test, leakage rate is $\leq 0.01\ L_a$ when pressurized to ≥ 10 psig.

    e.   The provisions of SR 3.0.3 are applicable to the Containment Leakage Rate Testing Program.

    f.   Nothing in these Technical Specifications shall be construed to modify the testing Frequencies required by 10 CFR 50, Appendix J.

5.5.15   Battery Monitoring and Maintenance Program

This Program provides for restoration and maintenance of the 125V plant safeguards batteries and service building batteries, which may be used instead of the safeguards batteries during shutdown conditions in accordance with manufacturer's recommendations, as follows:

    a.   Actions to restore battery cells with float voltage < 2.13 V will be in accordance with manufacturer's recommendations, and

    b.   Actions to equalize and test battery cells that had been discovered with electrolyte level below the minimum established design limit.