

5.5 Programs and Manuals

5.5.11 Safety Function Determination Program (SFDP) (continued)

3. Provisions to ensure that an inoperable supported system's Completion Time is not inappropriately extended as a result of multiple support system inoperabilities; and
 4. Other appropriate limitations and remedial or compensatory actions.
- b. A loss of safety function exists when, assuming no concurrent single failure, 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.

5.5.12 Primary Containment Leakage Rate Testing Program

The Primary Containment Leakage Rate Testing Program shall establish 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 exceptions: The next Type A test performed after the July 20, 1994, Type A test

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5.5.12 Primary Containment Leakage Rate Testing Program (continued)

shall be performed no later than July 20, 2009, and compensation for flow meter inaccuracies in excess of those specified in ANSI/ANS 56.8-1994 will be accomplished by increasing the actual instrument reading by the amount of the full scale inaccuracy when assessing the effect of local leak rates against the criteria established in Specification 5.5.12.a.

The peak calculated primary containment internal pressure for the design basis loss of coolant accident, P_a , is 38 psig.

The maximum allowable primary containment leakage rate, L_a , at P_a , shall be 0.5% of primary containment air weight per day.

Leakage rate acceptance criteria are:

- a. Primary containment 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 $< 0.60 L_a$ for the Type B and Type C tests (except for main steam isolation valves) and $< 0.75 L_a$ for Type A tests;
- b. Primary containment air lock testing acceptance criteria are:
 - 1) Overall primary containment air lock leakage rate is $\leq 0.05 L_a$ when tested at $\geq P_a$; and
 - 2) For each door, leakage rate is $\leq 0.025 L_a$ when pressurized to ≥ 10 psig.

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