

January 12, 2006

Mr. Paul A. Harden
Site Vice President
Nuclear Management Company, LLC
Palisades Nuclear Plant
27780 Blue Star Memorial Highway
Covert, MI 49043-9530

SUBJECT: PALISADES PLANT — REQUEST FOR ADDITIONAL INFORMATION
RELATED TO THE STEAM GENERATOR TUBE INSPECTIONS FOR THE
2004 OUTAGE (TAC NO. MC8606)

Dear Mr. Harden:

Nuclear Management Company's letters of October 20, 2004, and October 4, 2005, submitted steam generator tube inspection summary reports for the fall 2004 outage at Palisades Nuclear Plant. We are reviewing this information, and find that we need additional information as shown in the enclosed request for additional information (RAI). I discussed this RAI with Ms. Amy Hazelhoff of your organization on January 10, 2006, and she agreed to respond within 60 days of receipt of this RAI. Please contact me at (301) 415-1423 if you have questions.

Sincerely,

/RA/

L. Mark Padovan, Project Manager
Plant Licensing Branch III-1
Division of Operating Reactor Licensing
Office of Nuclear Reactor Regulation

Docket No. 50-255

Enclosure: RAI

cc w/encl: See next page

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ADAMS Accession Number: **ML060030416**

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DATE	01/11/06	01/12/06	01/12/06

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Palisades Plant

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November 2005

REQUEST FOR ADDITIONAL INFORMATION
RELATED TO THE STEAM GENERATOR (SG) TUBE
INSPECTION REPORT FOR THE 2004 OUTAGE
PALISADES NUCLEAR PLANT
DOCKET NO. 50-255

1. In a conference call with the Nuclear Regulatory Commission staff on August 31, 2004, Nuclear Management Company (NMC) indicated that rotating-probe inspections were to be performed on the square bend region of tubes surrounding tube R99C140 in E-50B. Please discuss the results of these inspections.
2. Table 1 of NMC's October 4, 2005, report indicates that various signals were reported as distorted support indications, non-quantifiable indications and "DNI." Your submittal did not define the acronym "DNI." Please define this, and clarify what indications are classified as DNI.
3. Table 1 on Page 3 of NMC's October 4, 2005, report, has a row titled "Supplemental" with a footnote 2. The footnote clarifies that "All DNI, DSI [distorted support indication], NQI [non-quantifiable indication], PLP [possible loose part] . . . , PVN [permeability variation] and new wear indications" were inspected. Apparently, NMC first inspected with a bobbing coil, found indications attributed to PLPs, and then supplemented its inspection of PLPs with a rotating coil. Please discuss whether a foreign object search and retrieval was performed on each SG, and whether the loose parts were removed. If the parts were not removed, or the locations were not visually inspected, please discuss the results of any evaluations performed to ensure these parts (or suspected parts) would not result in a loss-of-tube-integrity for the period between inspections.
4. For the single axial indications, please supply the following information:
 - a. Discuss the location of the flaw relative to the support structure (i.e., at support, or in free span).
 - b. Discuss whether there were any dents/dings at these locations. If so, provide the dent/ding voltage.
 - c. Discuss the severity of the flaws, and whether they initiated from the inside or outside diameter.
 - d. Discuss whether these indications were found with a bobbin or a +Point™ coil.
5. A number of indications were reported in SGs A and B. Please summarize the mechanisms

ENCLOSURE

responsible for these indications (e.g., wear at vertical straps, wear at tube eggcrate supports, etc.). Please provide your eggcrate support thickness (i.e., axial extent), and discuss how your eddy-current measurements are referenced. For example, does "2H + 0.85" indicate that the indication is 0.85-inch from the middle of the second hot-leg support? In addition, please discuss whether any of the indications near the eggcrate supports are in the free span.

6. Please discuss the case of the single volumetric indications identified in R21C62 and R27C120 in SG E-50A. In addition, please discuss the severity of these indications.
7. Please confirm that all inspected tubes had adequate tube integrity at the time of NMC's last inspection.