

5.5 Programs and Manuals

5.5.14 Safety Function Determination Program (SFDP) (continued)

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:

- 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 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.

5.5.15 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 to NEI 94-01, Rev. 0, Industry Guidance for Implementing Performance Based Option of 10 CFR 50, Appendix J, Section 9.2.3, to allow the following:
 - (i) The first Unit 1 Type A test performed after October 7, 1997, shall be performed by October 7, 2012.
 - (ii) The first Unit 2 Type A test performed after March 31, 1997, shall be performed by March 31, 2012.

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5.5.15 Containment Leakage Rate Testing Program (continued)

- b. The peak design containment internal accident pressure, P_a , is 60 psig.
- c. The maximum allowable containment leakage rate, L_a at P_a , shall be 0.4% of containment air weight per day.
- d. Leakage rate acceptance criteria are:
 - 1. Containment leakage rate acceptance criterion is $\leq 1.0 L_a$.
 - 2. During the first unit startup following testing in accordance with this program, the leakage rate acceptance are $\leq 0.6 L_a$ for the combined Type B and Type C tests and $\leq 0.75 L_a$ for the Type A tests.
 - 3. Air lock testing acceptance criteria are:
 - i. Overall air lock leakage rate is $\leq 0.05 L_a$ when tested at $\geq P_a$.
 - ii. For each door seal, leakage rate is equivalent to $\leq 0.02 L_a$ at $\geq P_a$ when tested at a differential pressure of \geq to 10 inches of Hg.
- e. The provisions of SR 3.0.2 do not apply to the test frequencies in the Containment Leakage Rate Testing Program.
- f. The provisions of SR 3.0.3 are applicable to the Containment Leakage Rate Testing Program.