



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

April 16, 2009

Mr. David A. Christian
President and Chief Nuclear Officer
Virginia Electric and Power Company
Innsbrook Technical Center
5000 Dominion Boulevard
Glen Allen, VA 23060-6711

SUBJECT: SURRY POWER STATION, UNIT NO. 1 CORRECTION LETTER FOR LICENSE
AMENDMENT NO. 263 REGARDING INTERIM ALTERNATE REPAIR CRITERIA
FOR STEAM GENERATOR TUBE REPAIR (TAC NO. MD9976)

Dear Mr. Christian:

By letter dated April 8, 2009, the U.S. Nuclear Regulatory Commission (NRC) staff issued Amendment No. 263 to Renewed Facility Operating License No. DPR-32 for Surry Power Station, Unit No. 1 (Surry 1). The amendment changed the Technical Specifications (TSs) in response to your application dated October 14, 2008, as supplemented February 20, 2009.

Subsequently, the NRC staff noticed an administrative error on TS pages 6.4-13, 6.4-13a and 6.6-3a. Since Surry 1 and 2 have common TS pages, the amendment number for each unit should be included on each page. The current amendment number for Surry 2 was omitted from the aforementioned TS pages. Please replace the current TS pages with the corrected pages enclosed.

The correction does not change the approval conveyed by the amendments, or the conclusion reached by the associated safety evaluation. We regret any inconvenience this error may have caused you.

Sincerely,

A handwritten signature in black ink, appearing to read "Donna Wright".

Donna Wright, Project Manager
Plant Licensing Branch II-1
Division of Operating Reactor Licensing
Office of Nuclear Reactor Regulation

Docket No. 50-280

Enclosure:
As Stated

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components exceeds 94 degrees, then the tube shall be removed from service. When the circumferential components of each of the flaws are added, it is acceptable to count the overlapped portions only once in the total of circumferential components.

- b. For Unit 1 Refueling Outage 22 and the subsequent operating cycle, tubes with flaws having a circumferential component less than or equal to 203 degrees found in the portion of the tube below 17 inches from the top of the tubesheet and above 1 inch from the bottom of the tubesheet do not require plugging. Tubes with flaws having a circumferential component greater than 203 degrees found in the portion of the tube below 17 inches from the top of the tubesheet and above 1 inch from the bottom of the tubesheet shall be removed from service.

Tubes with service-induced flaws located within the region from the top of the tubesheet to 17 inches below the top of the tubesheet shall be removed from service. Tubes with service-induced axial cracks found in the portion of the tube below 17 inches from the top of the tubesheet do not require plugging.

When more than one flaw with circumferential components is found in the portion of the tube below 17 inches from the top of the tubesheet and above 1 inch from the bottom of the tubesheet with the total of the circumferential components greater than 203 degrees and an axial separation distance of less than 1 inch, then the tube shall be removed from service. When the circumferential components of each of the flaws are added, it is acceptable to count the overlapped portions only once in the total of circumferential components.

When one or more flaws with circumferential components are found in the portion of the tube within 1 inch from the bottom of the tubesheet, and the total of these circumferential components exceeds 94 degrees, then the tube shall be removed from service. When one or more flaws with circumferential components are found in the portion of the tube within 1 inch from the bottom of the tubesheet and within 1 inch axial separation distance of a flaw above 1 inch from the bottom of the tubesheet, and the total of these circumferential components exceeds 94 degrees, then the tube shall be removed from service. When the circumferential components of each of the flaws are added, it is acceptable to count the overlapped portions only once in the total of circumferential components.

4. Provisions for SG tube inspections. Periodic SG tube inspections shall be performed. The number and portions of the tubes inspected and methods of inspection shall be performed with the objective of detecting flaws of any type (e.g., volumetric flaws, axial and circumferential cracks) that may be present along the length of the tube, from the tube-to-tubesheet weld at the tube inlet to the tube-to-tubesheet weld at the tube outlet, and that may satisfy the applicable tube repair criteria. The tube-to-tubesheet weld is not part of the tube. In addition to meeting the requirements of 4.a, 4.b, and 4.c below, the inspection scope, inspection methods, and inspection intervals shall be such as to ensure that SG tube integrity is maintained until the next SG inspection. An assessment of degradation shall be performed to determine the type and location of flaws to which the tubes may be susceptible and, based on this assessment, to determine which inspection methods need to be employed and at what locations.
 - a. Inspect 100% of the tubes in each SG during the first refueling outage following SG replacement.
 - b. Inspect 100% of the tubes at sequential periods of 120, 90, and, thereafter, 60 effective full power months. The first sequential period shall be considered to begin after the first inservice inspection of the SGs. In addition, inspect 50% of the tubes by the refueling outage nearest the midpoint of the period and the remaining 50% by the refueling outage nearest the end of the period. No SG shall operate for more than 48 effective full power months or two refueling outages (whichever is less) without being inspected.
 - c. If crack indications are found in any SG tube, then the next inspection for each SG for the degradation mechanism that caused the crack indication shall not exceed 24 effective full power months or one refueling outage (whichever is less). If definitive information, such as from examination of a pulled tube, diagnostic non-destructive testing, or engineering evaluation indicates that a crack-like indication is not associated with a crack(s), then the indication need not be treated as a crack.
5. Provisions for monitoring operational primary to secondary LEAKAGE.

- j. Following completion of a Unit 2 inspection performed in Refueling Outage 21 (and any inspections performed in the subsequent operating cycle), the primary to secondary LEAKAGE rate observed in each steam generator (if it is not practical to assign leakage to an individual SG, the entire primary to secondary LEAKAGE should be conservatively assumed to be from one steam generator) during the cycle preceding the inspection which is the subject of the report, and
- k. Following completion of a Unit 2 inspection performed in Refueling Outage 21 (and any inspections performed in the subsequent operating cycle), the calculated accident leakage rate from the portion of the tube below 17 inches below the top of the tubesheet for the most limiting accident in the most limiting steam generator.
- l. Following completion of a Unit 1 inspection performed in Refueling Outage 22 (and any inspections performed in the subsequent operating cycle), the number of indications and location, size, orientation, whether initiated on primary or secondary side for each service-induced flaw within the thickness of the tubesheet, and the total of the circumferential components and any circumferential overlap below 17 inches from the top of the tubesheet as determined in accordance with TS 6.4.Q.3,
- m. Following completion of a Unit 1 inspection performed in Refueling Outage 22 (and any inspections performed in the subsequent operating cycle), the primary to secondary LEAKAGE rate observed in each steam generator (if it is not practical to assign leakage to an individual SG, the entire primary to secondary LEAKAGE should be conservatively assumed to be from one steam generator) during the cycle preceding the inspection which is the subject of the report, and
- n. Following completion of a Unit 1 inspection performed in Refueling Outage 22 (and any inspections performed in the subsequent operating cycle), the calculated accident leakage rate from the portion of the tube 17 inches below the top of the tubesheet for the most limiting accident in the most limiting steam generator.

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/RA/

Donna Wright, Project Manager
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