



OCT 15 2010

10 CFR 50  
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LR-N10-0382

U.S. Nuclear Regulatory Commission  
ATTN: Document Control Desk  
Washington, DC 20555-0001

Salem Nuclear Generating Station, Unit No. 1 and Unit No. 2  
Facility Operating License Nos. DPR-70 and DPR-75  
NRC Docket Nos. 50-272 and 50-311

Subject: Supplement to the Salem Generating Station, Unit No. 1 and Unit No. 2  
License Renewal Application to modify the Commitment regarding the  
inspection of the containment liner behind the Containment Liner  
Insulation Panels

References: 1. PSEG Letter LR-N10-0321 to USNRC, "Response to NRC Request for  
Additional Information, dated August 3, 2010, related to the ASME  
Section XI, Subsection IWE Program and Structures associated with the  
Salem Nuclear Generating Station, Units 1 and 2 License Renewal  
Application", dated September 1, 2010

2. Teleconference conducted on October 14, 2010, between PSEG and  
NRC staff, regarding Containment Liner inspection schedule

In Reference 1, PSEG Nuclear LLC (PSEG) committed to inspect the liner plate behind  
57 randomly selected Containment Liner Insulation Panels per unit. PSEG also outlined  
in reference 1, the current plans for accomplishing the inspections.

In the reference 2 teleconference, the NRC staff requested that the schedule for  
completing the inspections be identified in the License Renewal Commitment List.

Commitment number 28 of the License Renewal Commitment List is modified as shown  
in the Enclosure to meet this request.

There are no other new or revised regulatory commitments contained in this letter.

If you have any questions, please contact Mr. Ali Fakhar, PSEG Manager - License  
Renewal, at 856-339-1646.

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OCT 15 2010

I declare under penalty of perjury that the foregoing is true and correct.

Executed on 10/15/10

Sincerely,



Paul J. Davison  
Vice President, Operations Support  
PSEG Nuclear LLC

Enclosure: Commitment #28 (pertaining to ASME Section XI, Subsection IWE) of the License Renewal Commitment List

cc: Regional Administrator – USNRC Region I  
B. Brady, Project Manager, License Renewal – USNRC  
R. Ennis, Project Manager - USNRC  
NRC Senior Resident Inspector - Salem  
P. Mulligan, Manager IV, NJBNE  
L. Marabella, Corporate Commitment Tracking Coordinator  
Howard Berrick, Salem Commitment Tracking Coordinator

**Enclosure**

**Changes to Commitment #28 (pertaining to ASME Section XI, Subsection IWE) of the License Renewal Commitment List**

Note: For clarity commitment #28 is shown in its entirety with inserted text highlighted by *bold italics*.

**A.5 License Renewal Commitment List**

<b>NO.</b>	<b>PROGRAM OR TOPIC</b>	<b>COMMITMENT</b>	<b>UFSAR SUPPLEMENT LOCATION (LRA APP. A)</b>	<b>ENHANCEMENT OR IMPLEMENTATION SCHEDULE</b>	<b>SOURCE</b>
28	ASME Section XI, Subsection IWE	<p>ASME Section XI, Subsection IWE is an existing program that will be enhanced to include:</p> <ol style="list-style-type: none"> <li>1. Inspection of a sample of the inaccessible liner covered by insulation and lagging once prior to the period of extended operation and every 10 years thereafter. Should unacceptable degradation be found additional insulation will be removed as necessary to determine extent of condition in accordance with the corrective action process.</li> </ol> <p>Prior to the period of extended operation</p> <ul style="list-style-type: none"> <li>• The samples shall include 57 randomly selected containment liner insulation panels per unit.</li> <li>• The randomly selected containment liner insulation panels will not include containment liner insulation panels previously removed to allow for</li> </ul>	A.2.1.28	<p>Program to be enhanced prior to the period of extended operation.</p> <p>Inspection Schedule identified in Commitment</p>	<p>Section B.2.1.28</p> <p>Salem Letter          LR-N10-0165          RAI B.2.1.28-2</p>

NO.	PROGRAM OR TOPIC	COMMITMENT	UFSAR SUPPLEMENT LOCATION (LRA APP. A)	ENHANCEMENT OR IMPLEMENTATION SCHEDULE	SOURCE
		<p>inspection</p> <ul style="list-style-type: none"> <li>• The examination will be performed by either removing the containment liner insulation panels and performing a visual inspection, or by using a pulsed eddy current (PEC) remote inspection, with the containment liner insulation left in place, to detect evidence of loss of material. If evidence of loss of material is detected using PEC, the containment liner insulation panel will be subsequently removed to allow for visual and UT examinations.</li> <li>• <b>All Inspections will be completed by August 2016 for both Salem Units. Approximately one third of the 57 inspections will be completed during each refuel outage (Salem Unit 1 involves the following refuel outages: Spring 2013, Fall 2014, and Spring 2016. Salem Unit 2 involves the following refuel outages: Fall 2012, Spring 2014, and Fall 2015). It is acceptable to perform greater than one third of the inspections in any refuel outage to accelerate the inspection schedule.</b></li> </ul> <p>During the period of extended operation</p> <ul style="list-style-type: none"> <li>• One containment liner insulation panel will be selected, at random, for</li> </ul>			<p>Salem Letter          LR-N10-0382</p>

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		<p>removal from each quadrant, during each of the three Periods in an Inspection Interval. Therefore, a total of 12 containment liner insulation panels will be selected, in each unit, during each ten year Inspection Interval, to allow for examination of the containment liner behind the containment liner insulation.</p> <ul style="list-style-type: none"> <li>• The randomly selected containment liner insulation panels in each quadrant will not include containment liner insulation panels previously selected.</li> </ul> <p>2. Visual inspection of 100 % of the moisture barrier, at the junction between the containment concrete floor and the containment liner, will be performed in accordance with ASME Section XI, Subsection IWE program requirements, to the extent practical within the limitation of design, geometry, and materials of construction of the components. The bottom edge of the stainless steel insulation lagging will be trimmed, if necessary, to perform the moisture barrier inspections. This inspection will be performed prior to the period of extended operation, and on a frequency consistent with IWE inspection requirements thereafter. Should unacceptable degradation be found, corrective actions, including</p>			

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		<p>extent of condition, will be addressed in accordance with the corrective action process.</p> <p>As a follow-up to inspections performed during the 2009 refueling outage, the following specific corrective actions will be performed on Unit 2 prior to entry into the period of extended operation:</p> <ul style="list-style-type: none"> <li>• Examine the accessible 3/4" knuckle plate. If corrosion is observed to extend below the surface of the moisture barrier, excavate the moisture barrier to sound metal below the floor level and perform examinations as required by IWE.</li> <li>• Perform remote visual inspections, of the six capped vertical leak chase channels, below the containment floor to determine extent of condition.</li> <li>• Remove the concrete floor and expose the 1/4" containment liner plate (floor) for a minimum of two of the vertical leak chase channels with holes. Perform examination of exposed 1/4" containment liner plate (floor) as required by IWE. Additional excavations will be performed, if necessary, depending upon conditions found at the first two channels.</li> <li>• Remove 1/2" containment liner insulation panels, adjacent to</li> </ul>			

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		<p>accessible areas where there are indications of corrosion, to determine the extent of condition of the existing corroded areas of the containment liner plate.</p> <ul style="list-style-type: none"> <li>• Perform augmented examinations of the areas of the 1/2" containment liner plate behind insulation panels, where loss of material was previously identified, in accordance with IWE-2420.</li> <li>• Examine 100% of the moisture barrier in accordance with IWE-2310 and replace or repair the moisture barrier to meet the acceptance standard in IWE-3510.</li> </ul> <p>As a follow-up to inspections performed during the 2010 refueling outage, the following specific corrective actions will be performed on Unit 1 prior to entry into the period of extended operation:</p> <ul style="list-style-type: none"> <li>• Perform augmented examinations of the 3/4" containment liner (knuckle plate) at 78' elevation in accordance with IWE-2420.</li> <li>• Perform augmented examinations of the areas of the 1/2" containment liner plate behind insulation panels, where loss of material was previously identified, in accordance with IWE-2420.</li> <li>• Remove 1/2" containment liner</li> </ul>			<p>Salem Letter          LR-N10-0244          RAI 3.5.2.2.1.7-01</p>

NO.	PROGRAM OR TOPIC	COMMITMENT	UFSAR SUPPLEMENT LOCATION (LRA APP. A)	ENHANCEMENT OR IMPLEMENTATION SCHEDULE	SOURCE
		<p>insulation panels, adjacent to accessible areas where there are indications of corrosion, to determine the extent of condition of the existing corroded areas of the containment liner plate.</p> <p>3. ASME Section XI, Subsection IWE program scope will be revised to include the following welds that are currently exempted from Subsection IWE and governed under ASME Section XI, Subsection IWB or IWC. The scope of the revision will include the cap plate to penetrating pipe pressure boundary welds, for penetrating pipe constructed of stainless steel for those penetrations with a normal operating temperature greater than 140 degrees F.</p> <p>4. Owner augmented inspections will be performed at the Salem Unit 1 and Unit 2 area of the Containment liner, under the fuel transfer canal and behind the Containment liner insulation, which are subjected to leaks from the reactor cavity. These owner augmented inspections will be performed on a frequency of once per Containment Inservice Inspection Period, starting with the current Period. These owner augmented inspections will continue, under the IWE program, as long as leakage from the reactor cavity or fuel transfer canal is observed between the</p>			<p>Salem Letter          LR-N10-0321          RAI B.2.1.28-04          RAI B.2.1.33-06</p>

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		Containment liner and the Containment liner insulation, including during the PEO.			