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FACIL:50-388 Susquehanna Steam Electric Station, Unit 2, Pennsylva 05000388
AUTH.NAME AUTHOR AFFILIATION
CURTIS,N.W. Pennsylvania Power & Light Co.
RECIP.NAME RECIPIENT AFFILIATION
SCHWENCER,A. Licensing Branch 2

SUBJECT: Forwards application for amend to License NPF-22,revising Tech Spec Table 3.3.2-2 re trip setpoint & allowable value for RCIC steam line delta pressure-high instrumentation.Fee paid.

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PP&L Pennsylvania Power & Light Company
Two North Ninth Street • Allentown, PA 18101 • 215 / 770-5151

Norman W. Curtis
Vice President-Engineering & Construction-Nuclear
215/770-7501

FEB 7 1985

Director of Nuclear Reactor Regulation
Attention: Mr. A. Schwencer, Chief
Licensing Branch No. 2
Division of Licensing
U.S. Nuclear Regulatory Commission
Washington, DC 20555

SUSQUEHANNA STEAM ELECTRIC STATION
PROPOSED AMENDMENT 16 TO NPF-22
ER 100450 FILE 841-8
PLA-2406 Docket No. 50-388

Dear Mr. Schwencer:

The purpose of this letter is to propose a change to the Susquehanna Steam Electric Station Unit 2 Technical Specifications.

Technical Specification Table 3.3.2-2, Trip Function 5a, is footnoted to indicate that a final setpoint will be developed during the Startup Test Program. Based on the data taken during Startup Test 14.3, the trip setpoint and allowable value for the RCIC Steam Line Δ Pressure - High instrumentation have been finalized. The new values are shown in the attachment to this letter.

No Significant Hazards Considerations

I. The proposed changes do not involve a significant increase in the probability or consequences of an accident previously evaluated.

The intent of the setpoint in question is to insure isolation of the RCIC system should the design basis pipe break flow of between 2.72 and 3 times maximum normal flow is reached. As modified, this criteria is met based on recorded flow data and therefore no previous evaluations are compromised.

II. The proposed changes do not create the possibility of a new or different kind of accident from any accident previously evaluated.

As stated in I above, the revised setpoint and allowable value reflect changes which remove an initial value based on engineering judgment and operating experience and replace it with a value based on actual test data, consistent with system design criteria. Therefore, no new accident possibilities are created.

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III. The proposed changes do not involve a significant reduction in a margin of safety.

Since the proposed values are more conservative than the current Specification, this change will increase safety margin by providing consistency with the system design basis.

Very truly yours,

N. W. Curtis
Vice President-Engineering & Construction-Nuclear

Attachment

cc: M. J. Campagnone - USNRC
R. H. Jacobs - USNRC

T. M. Gerusky, Director
Bureau of Radiation Protection
Pa. Dept. of Environmental Resources
P.O. Box 2063
Harrisburg, PA 17120