

Docket Nos. 50-277
and 50-278

JAN 24 1991

Mr. George J. Beck
Director-Licensing, MC 5-2A-5
Philadelphia Electric Company
Nuclear Group Headquarters
Correspondence Control Desk
P. O. Box No. 195
Wayne, Pennsylvania 19087-0195

Dear Mr. Beck:

SUBJECT: CORE AND CONTAINMENT COOLING SYSTEMS TECHNICAL SPECIFICATIONS FOR
PEACH BOTTOM ATOMIC POWER STATION, UNITS 2 AND 3 (TAC NOS. 75961 AND
75962)

In a January 30, 1990 letter, the licensee filed an application for license amendments to facility operating licenses DPR-44 and DPR-56. The application requested changes to the Peach Bottom technical specifications (TS) to delete testing requirements for redundant trains when one train becomes inoperable for various core and containment cooling systems. Staff review of the technical specifications change request has identified the need for additional information as outlined in the enclosure.

Please provide a response to the identified items within 60 days of receipt of this letter. This request affects fewer than ten respondents, and therefore, is not subject to Office of Management and Budget review under P.L. 96-511. Should you have any questions concerning the above, please do not hesitate to contact us.

Sincerely,

/s/

Gene Y. Suh, Project Manager
Project Directorate I-2
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Enclosure:
Request for Additional
Information

cc w/enclosure:
See next page

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

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Sincerely,

A handwritten signature in cursive script that reads "Gene Y. Suh".

Gene Y. Suh, Project Manager
Project Directorate I-2
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Enclosure:
Request for Additional
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cc w/enclosure:
See next page

Mr. George J. Beck
Philadelphia Electric Company

Peach Bottom Atomic Power Station,
Units 2 and 3

cc:

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ENCLOSURE

REQUEST FOR ADDITIONAL INFORMATION
TESTING REQUIREMENTS FOR CORE AND CONTAINMENT COOLING SYSTEMS FOR
PEACH BOTTOM ATOMIC POWER STATION, UNITS 2 AND 3

1. In its application, the licensee states that when one train becomes inoperable (1) the redundant train will be verified to be operable by administratively checking equipment status relative to operability requirements and (2) the nature of and cause for each condition of inoperability should be individually evaluated to identify generic implications, if any, and to determine whether testing of other systems is warranted. For these two items, please describe what specific actions will be performed and how the proposed actions will be implemented.
2. Related to Item 1, the proposed TS Bases on page 141 states that verification of operability of redundant trains means to administratively ensure that the remaining trains are not known to be inoperable and provides the example of confirming that equipment is not blocked out of service for maintenance. Please discuss whether the extent and scope of the actions indicated in the proposed TS Bases are consistent with that discussed in response to Item 1, and revise the proposed TS Bases, as appropriate.
3. On proposed TS Bases page 135, the information provided in the last paragraph, as currently worded, appears to be unclear and could be interpreted to indicate that (1) a 30 day allowable outage time exists when one low pressure coolant injection (LPCI) pump is inoperable and (2) a 7 day allowable outage time exists when three of four LPCI pumps are inoperable. These interpretations would be inconsistent with the TS limiting conditions for operation. Please revise the proposed TS Bases as appropriate.
4. Please indicate the proposed effective date for the requested license amendments, taking into consideration procedural and administrative changes (e.g. actions related to Item 1) which may be needed to implement the associated TS changes.