

Detroit
Edison

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September 21, 1988
NRC-88-0232

U. S. Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, D.C. 20555

- References:
- 1) Fermi 2
NRC Docket No. 50-341
NRC License No. NPF-43
 - 2) Detroit Edison Letter to NRC Region III
Response to SALP 9 Board Report
NRC-88-0198, dated August 17, 1988
 - 3) NRC Region III Letter to Detroit Edison
SALP 9 Board Report No. 50-341/88001 (DRP)
July 11, 1988

Subject: Corrections to Response to SALP 9 Board Report

The purpose of this letter is to correct two errors involving corrective action completion dates described in the Detroit Edison response (Reference 2) to the NRC SALP 9 Board Report (Reference 3).

The second paragraph on page 13 in Section K. "Training and Qualification Effectiveness" is changed to read as follows:

Considerable effort is in progress to improve the technical quality of operator training programs. The task list used to develop operator training programs is presently under review, and will be completed by December 31, 1988.

The operator job task analysis review will have taken two years to complete. Incorporation of this analysis using a systematic approach to training will require a similarly long period. Review of the job task analysis to determine the appropriate learning objectives, training setting and priority with subject matter input is required before training material can be modified. Detroit Edison intends to incorporate the job task analysis information into the existing operator training program material as an ongoing effort through 1990.

In addition, systems training material is being reviewed and updated as the training material is placed into our new training

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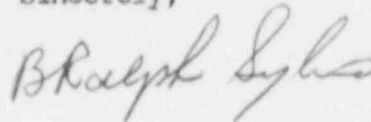
document index system to control that material. Also, steps have been taken to convert licensed operator testing methods to conform with the new requalification examination process.

The last bullet on page 14 in Section M. "Engineering and Technical Support" is changed to read as follows:

A self initiated Safety System Functional Inspection (SSFI) was performed on the High Pressure Coolant Injection (HPCI) system in the later part of 1987. This initiative confirmed the adequacy of the overall plant design, operation, and management control of the system. Most of the observations identified in the HPCI SSFI have been responded to and completed. Corrective actions for the remaining observations have been identified and are being tracked in the Deviation Event Reporting system. Current plans are to continue with SSFI's on other systems.

We hope that these changes do not cause you any inconvenience. If you have any questions regarding this matter, please contact Mr. Lewis Bregni at (313) 586-4072.

Sincerely,



cc: Mr. A. B. Davis
Mr. R. C. Knop
Mr. T. R. Quay
Mr. W. G. Rogers
U. S. NRC Region III