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TS 5.6.6

Date: January 30, 2023
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United States Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, DC 20555

H. B. ROBINSON STEAM ELECTRIC PLANT, UNIT NO. 2
DOCKET NO. 50-261/RENEWED LICENSE NO. DPR-23

TECHNICAL SPECIFICATIONS SECTION 5.6.6 POST ACCIDENT MONITORING
INSTRUMENTATION REPORT FOR INOPERABLE CONTAINMENT SUMP WATER LEVEL
(Wide Range)

Duke Energy Progress, LLC hereby submits a report in accordance with H. B. Robinson Steam Electric Plant, Unit No. 2, (HBRSEP2) Technical Specifications (TS) Section 3.3.3, Post Accident Monitoring Instrumentation, and TS 5.6.6, Post Accident Monitoring Instrumentation Report.

The report, which is provided as an attachment to this letter, is based on the inoperability of one Containment Sump Water Level (Wide Range) channel required to be operable per TS.

Please address any comments concerning this matter to George Curtis, Robinson Plant Manager at (843) 951-1201.

This letter contains no new regulatory commitments.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Laura A. Basta'.

Laura A. Basta
Site Vice President

Attachment: HBRSEP Unit 2 Special Report per Technical Specification 5.6.6

c: NRC Regional Administrator, Region II
Ms. Tanya Hood, NRC Project Manager, NRR
NRC Resident Inspector, HBRSEP

TECHNICAL SPECIFICATIONS SECTION 5.6.6
POST ACCIDENT MONITORING INSTRUMENTATION 14-DAY
REPORT FOR THE CONTAINMENT SUMP WATER LEVEL INDICATION

Description of Condition

As described in Letter dated December 22, 2020 (ADAMS Accession #ML20357A070), HBRSEP2 initiated a report in accordance with Technical Specification (TS) 5.6.6 to describe one channel of Containment Sump Water Level (Wide Range) indication being declared INOPERABLE on December 4, 2020. TS 3.3.3 requires that two channels of Containment Sump Water Level be OPERABLE in Modes 1, 2 and 3. Limiting Condition for Operation (LCO) 3.3.3 Condition A applies to one channel INOPERABLE and allows 30 days to restore it to OPERABLE or submit a report per TS 5.6.6 within the following 14 days. As the channel (LI-801) was to remain INOPERABLE for greater than 30 days, the report per TS 5.6.6 was transmitted on December 22, 2020. The report stated that repairs would be completed no later than the next scheduled refueling outage (November - December 2022).

On November 19, 2022 HBRSEP2 entered the scheduled refueling outage. Upon entering Mode 4 on November 19, 2022, LCO 3.3.3 Condition A was exited due to the unit not being in a Mode of Applicability. Attempts to repair the Containment Sump Water Level (Wide-Range) channel were unsuccessful due the unavailability of parts required to complete the repairs. When the unit entered Mode 3 on December 27, 2022, Condition A of TS LCO 3.3.3 was re-entered. On January 26, 2023, the 30-day Completion Time was exceeded. This report is being submitted in accordance with TS 5.6.6.

TS 5.6.6 states that the report shall outline the preplanned alternate method of monitoring, the cause of the inoperability, and the plans and schedule for restoring the channel to operable status.

Preplanned Alternate Method of Monitoring

While one channel of Containment Sump Water Level indication, LI-801, remains INOPERABLE, the redundant channel LI-802 remains in OPERABLE status and is available to provide the required indication. In addition, sufficient preplanned backup indications are available. The backup channels which will be used are: Containment Water Level (LS-1925A, LS-1925B), Containment Sump Water Level (LS-1925C, LS-1925D) and Refueling Water Storage Tank Level (LI-948).

Cause of the Inoperability

The inoperable indication is the result of open circuit conditions on one channel. The inability to restore the channel to OPERABLE status during the recently completed refueling outage was the result of parts unavailability. This event continues to be tracked by the HBRSEP2 Corrective Action Program.

Plans and Schedule for Restoring the Channel

Repair of the inoperable Containment Sump Water Level indication requires entry into the reactor cavity sump which is inaccessible during power operation. Repairs will be completed as opportunity allows and no later than the next scheduled refueling outage (November – December 2024).