

March 22, 2001

Mr. J. V. Parrish  
Chief Executive Officer  
Energy Northwest  
P.O. Box 968 (Mail Drop 1023)  
Richland, WA 99352-0968

SUBJECT: REQUEST FOR ADDITIONAL INFORMATION (RAI) FOR THE COLUMBIA  
GENERATING STATION (TAC NO. MB1259)

Dear Mr. Parrish:

The NRC staff has reviewed your submittal dated February 20, 2001, regarding removal of the operating mode restrictions for emergency diesel generator surveillance testing. As a result of the review, the staff has determined that additional information is needed to complete the review. The information needed is detailed in the enclosure.

The enclosed request was discussed with Mr. Rhoads of your staff on March 8, 2001. A mutually agreeable target date of April 5, 2001, was established for responding to the RAI. If circumstances result in the need to revise the target date, please call me at your earliest opportunity at (301) 415-1424.

Sincerely,

***/RA/***

Jack Cushing, Project Manager, Section 2  
Project Directorate IV & Decommissioning  
Division of Licensing Project Management  
Office of Nuclear Reactor Regulation

Docket No. 50-397

Enclosure: Request for Additional Information

cc w/encl: See next page

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Columbia Generating Station

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REQUEST FOR ADDITIONAL INFORMATION

EMERGENCY DIESEL GENERATOR SURVEILLANCE TESTING

COLUMBIA GENERATING STATION

DOCKET NO. 50-397

1. Explain the discrepancies between the incremental core damage frequency (ICDF) definitions in your submittal and the definition of incremental conditional core damage probability (ICCDP) in footnote 2, on page 8, of Regulatory Guide (RG) 1.177, "An Approach for Plant-Specific, Risk-Informed Decisionmaking: Technical Specifications."
2. Provide an annual average value of delta core damage frequency assuming a total unavailability time of 3 hours per year for each diesel generator.
3. As discussed on page 16 of RG 1.177 (key component 4) discuss the impact of external events, chiefly fire and seismic, on your probabilistic risk assessment results.
4. Discuss what considerations should be given to not performing the 24-hour load run test when offsite grid condition or configuration is degraded or when adverse or extreme weather conditions ( i.e., high winds, lightning, icing) are expected. Discuss the ability to accurately forecast weather conditions that are expected to occur during this test. Discuss what, if any, contingency plans should be developed to restore the inoperable emergency diesel generator (EDG) in the event of unanticipated adverse weather or degraded grid conditions occurring which can significantly increase the probability of losing offsite electric power.
5. What would be the worst-case voltage transient on the medium and low-voltage safety buses and the recovery time as a result of a full-loads rejection?
6. Provide the duration of Surveillance Requirement (SR) 3.8.1.13.
7. Does the licensee's work control programs and risk management programs and procedures cover a comprehensive walkdown just prior to entering the period of reduced equipment availability (EDG testing on-line)?
8. Attachment one, page 12, first paragraph, last sentence, discusses Div. I and II buses. Provide clarification for Div. III bus.
9. The Bases for SR 3.8.1.13 is missing.