

5.7 Procedures, Programs, and Manuals

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5.7.2.18 Safety Function Determination Program (SFDP) (continued)

A loss of safety function exists when, assuming no concurrent single failure, a safety function assumed in the accident analysis cannot be performed. For the purpose of this program, a loss of safety function may exist when a support system is inoperable, and:

- a. A required system redundant to the system(s) supported by the inoperable support system is also inoperable; or
- b. A required system redundant to the system(s) in turn supported by the inoperable supported system is also inoperable; or
- c. A required system redundant to the support system(s) for the supported systems (a) and (b) above is also inoperable.

The SFDP identifies where a loss of safety function exists. If a loss of safety function is determined to exist by this program, the appropriate Conditions and Required Actions of the LCO in which the loss of safety function exists are required to be entered.

5.7.2.19 Containment Leakage Rate Testing Program

A program shall be established to implement the leakage rate testing of the containment as required by 10 CFR 50.54(o) and 10 CFR 50 Appendix J, Option B, as modified by approved exemptions. This program shall be in accordance with the guidelines contained in Regulatory Guide (RG) 1.163, "Performance-Based Containment Leak-Test Program," dated September 1995.

The Fall 2007 end date for conducting the 10 year interval containment integrated leakage rate (Type A) test may be deferred up to 5 years but no later than Fall 2012.

The peak calculated containment internal pressure for the design basis loss of coolant accident,  $P_a$ , is 15.0 psig.

The maximum allowable containment leakage rate,  $L_a$  at  $P_a$ , is 0.25% of the primary containment air weight per day.

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