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SUBJECT: Forwards RAI re interim engineering evaluation of control rod drive mechanism nozzles.

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DUKE POWER

October 9, 1996

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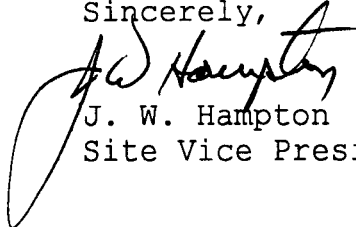
Subject: Oconee Nuclear Station (ONS)
Docket No. 50-270
Interim Engineering Evaluation of Control Rod
Drive Mechanism (CRDM) Nozzle Inspections, Unit 2
Supplemental Information

The results of an interim engineering evaluation for the Unit 2 control rod drive mechanism (CRDM) nozzles were provided to your staff in a letter dated April 30, 1996. This interim engineering evaluation reviewed the non-destructive examination (NDE) results which were obtained during the follow-up CRDM nozzle inspection performed at Unit 2 in April, 1996. Based on the interim engineering evaluation, it was determined that the indications which were detected during the initial 1994 inspection exhibited no significant changes. Therefore, the CRDM nozzles were evaluated as acceptable for two operating cycles since the nozzles meet the NRC-approved acceptance criteria developed for CRDM nozzle flaws.

The Staff requested additional information, via a phone call, to assist in their review of the interim engineering evaluation. The requested information is attached to this letter.

If you have any questions or comments regarding the interim engineering evaluation or this additional information, please contact David Nix at (864) 885-3634 or Framatome Nuclear Technologies via Mr. Nix.

Sincerely,


J. W. Hampton
Site Vice President

Attachment

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October 9, 1996

Page 2

cc: Mr. S. D. Ebnetter
Regional Administrator, Region II

Mr. M. A. Scott
Senior Resident Inspector

Mr. D. E. LaBarge
ONRR, Project Manager

Mr. M. Batavia
DHEC



Integrated Nuclear Services

September 5, 1996
INS-96-6217

Mr. D.E. Whitaker
Duke Power Company
Electric Center
P.O. Box 1006
Charlotte, NC 28201-1006

Reference: Oconee Unit 2 CRDM Inspection
FTI Interim Engineering Evaluation 51-1245880-00.

Subject: NRC Questions related to FTI Interim Engineering Evaluation 51-1245880-00.

Dear David:

The following responses have been prepared by FTI to address the verbal questions received by DPCo from the NRC (Mr. J. Medoff) regarding the referenced interim engineering report.

Question 1: Please provide the location and angle of the circumferential indications observed during the 1996 CRDM nozzle inspection.

Response 1: There were no circumferential indications observed during the 1996 PT inspection of CRDM nozzle numbers 23 and 63. In preparation for the 1996 inspection, enhanced PT methods were developed, including revised procedures, improved cleaning techniques, equipment, and more sensitive dye penetrant to provide better definition of any indications.

Question 2: Please provide the basis for concluding that the analysis for a 0.37" flaw length observed during the 1994 PT inspection provides justification for operation with all flaw lengths observed during the 1996 PT inspection.

Response 2: The 0.37" flaw length evaluation, and subsequent acceptability for a minimum of 2.89 years of steady-state operation, is sufficient for all the flaw lengths observed during the 1996 PT inspection for the following reasons:

- A. The maximum flaw length identified in nozzle number 23 during the 1996 PT inspection was 0.34", which corresponds to the 0.37" maximum flaw length identified in 1994.

- B. For nozzle number 63, the only flaws identified of lengths greater than 0.37" were located below the weld region. The maximum flaw length identified in this region, below the weld, was 0.44". In accordance with the NRC approved acceptance criteria, analysis is not required for flaws that are located below the weld. Except for below the weld region, all other flaw indications in nozzle 63 were of lengths less than 0.29", which correspond to the 0.37" maximum flaw length identified in 1994.

These items will be included in the final engineering report that should be issued in the near future. If there are any other questions, or if additional clarification is required, please call.

Sincerely,



J.R. Paljug
Project Manager
Business Operations

JRP/pmc

Attachment

cc: M. Arey - DPC
S. Fyitch - OF50