

ENCLOSURE 4

REVISED COMMITMENT PAGE
FOR TECHNICAL SPECIFICATION

CHANGE 94-09

COMMITMENTS

(Revision 1)

1. Eddy current analysts shall be trained specifically to voltage sizing in accordance with the WCAP-13990 Appendix A analysis guidelines, and at least lead analysts shall be qualified to the industry standard Qualified Data Analysis program of the Electric Power Research Institute (EPRI) Pressurized Water Reactor S/G Examination Guidelines. Training shall be completed prior to S/G inspection during the Unit 2 Cycle 6 refueling outage.
2. Use of ASME standards cross-calibrated to the reference laboratory standard and use of a probe wear standard requiring probe replacement at a voltage change of 15 percent from that found for the new probe shall be implemented per WCAP-13990 Appendix A. Implementation shall be completed prior to restart from the Unit 2 Cycle 6 refueling outage.
3. RPC inspection of all bobbin indications greater than the 1.5 volts shall be inspected to confirm axial ODSCC as the dominant mechanism for indications at the TSPs. Inspection, if needed, shall be completed prior to restart from the Unit 2 Cycle 6 refueling outage.
4. RPC sample inspection of at least 100 TSP intersections with dents or artifact/residual signals that could potentially mask a 2.0-volt bobbin coil signal. The RPC sample shall emphasize dented TSP intersections but include artifact signals that the analysts judge could mask a repairable indication. Any RPC detected flaw indication in this sample will be plugged or repaired. Repair or plugging shall be completed, as applicable, prior to restart from the Unit 2 Cycle 6 refueling outage.
5. The projected end of cycle SLB tube burst probability shall be calculated and compared with the value of 2.5×10^{-2} found acceptable in NUREG-0844. Calculations and comparisons shall be completed prior to restart from the Unit 2 Cycle 6 refueling outage.
6. NRC will be informed before plant restart from the Unit 2 Cycle 6 refueling outage of any unexpected inspection findings relative to the assumed characteristics of the flaws at the TSP intersections. This includes any detectable circumferential indications or detected ODSCC indications extending outside the thickness of the TSP.
7. TVA will perform a 100 percent bobbin inspection of hot and cold leg TSP intersections prior to restart from the Unit 2 Cycle 6 refueling outage.
8. TVA will inspect 100 percent of all dented TSP intersections at the first, second, and third hot leg tube support plates. Expansion will be based on nature and number of indications detected.
9. TVA will provide a report of the end-of-cycle steamline break leak rate and tube burst probability analysis prior to restart from the Unit 2 Cycle 6 refueling outage.