REACTOR COOLANT SYSTEM

SURVEILLANCE REQUIREMENTS (Continued)

4.4.5.4 Acceptance Criteria

a. As used in this Specification:

1. Imperfection means an exception to the dimensions, finish or contour of a tube from that required by fabrication drawings o specifications. Eddy-current testing indications below 20% o the nominal tube wall thickness, if detectable, may be considered as imperfections.

2. Degradation means a service-induced cracking, wastage, wear or general corrosion occurring on either inside or outside of a tube.

3. Degraded Tube means a tube containing imperfections greater than or equal to 20% of the nominal wall thickness caused by degradation. NOTE 1

4. % Degradation means the percentage of the tube wall thickness affected or removed by degradation.

5. Defect means an imperfection of such severity that it exceeds the plugging limit. A tube containing a defect is defective.

6. Plugging Limit means the imperfection depth at or beyond which the tube shall be removed from service and is equal to 40% of the nominal tube wall thickness. NOTE 1

7. Unserviceable describes the condition of a tube if it leaks or contains a defect large enough to affect its structural integrity in the event of an Operating Basis Earthquake, a loss-of-coolant accident, or a steam line or feedwater line break as specified in 4.4.5.3.c, above.

8. Tube Inspection means an inspection of the steam generator tube from the point of entry (hot leg side) completely around the U-bend to the top support of the cold leg.

NOTE 1: THIS CRITERIA DOES NOT APPLY TO TUBES FOR WHICH SPECIFIC ALTERNATIVE ACTION HAS BEEN REVIEWED AND APPROVED BY THE NRC.

TABLE 4.4-2

STEAM GENERATOR TUBE INSPECTION

1ST SAMPLE INSPECTION			2ND SAMPLE INSPECTION		3RD SAMPLE INSPECTION	
Sample Size	Result	Action Required	Result	Action Required	Result	Action Required
A minimum of S Tubes per S. G.	C-1	None	N/A	N/A	N/A	N/A
	C-2	Plug OR REPAIR* defective tubes and inspect additional 2S tubes in this S. G.	C-1	None OR REPAIR*	N/A	N/A
			C-2	Plug OR REPAIR* defective tubes and inspect additional 4S tubes in this S. G.	C-1	None OR REPAIR*
					C-2	Plug OR REPAIR* defective tubes
					C-3	Perform action for C-3 result of first sample
			C-3	Perform action for C-3 result of first sample	N/A	N/A
	C-3	Inspect all tubes in this S. G., plug OR REPAIR* defective tubes and inspect 2S tubes in each other S. G. Prompt notification to NRC pursuant to 10 CFR 50.72 (b)2(1) and 10 CFR 50.73(a) 2(11)	All other S. G.s are C-1	None	N/A	N/A
			Some S. G.s C-2 but no additional S. G. are C-3	Perform action for C-2 result of second sample	N/A	N/A
			Additional S. G. is C-3	Inspect all tubes in each S. G. and plug OR REPAIR* defective tubes. Prompt notification to NRC pursuant to 10 CFR 50.72 (b)2(1) and 10 CFR 50.73(a)2(11)	N/A	N/A

$S = 3\frac{N}{n}\%$ Where N is the number of steam generators in the unit, and n is the number of steam generators inspected during an inspection

* REPAIR BY NRC APPROVED METHOD

ATTACHMENT II

Proposed No Significant Hazards Determination

Current Technical Specifications define a plugging limit which requires all steam generator tubes with eddy current results indicating a greater than 40% thru-wall imperfection to be plugged and removed from service. However, industry has now provided repair methods and analyses which allow for some tubes to be repaired or remain in service. The proposed Technical Specification change would not always require tube plugging, but would allow SCE&G the alternative of: 1) leaving a steam generator tube in service providing the NRC had reviewed and approved the justification for doing so, or; 2) repairing the tube using an approved NRC method.

Because the above described Technical Specification change requires prior specific NRC review and approval for all repair methods and degraded tubes left in service, SCE&G proposes that this amendment: 1) does not involve a significant increase in the probability or consequences of an accident previously evaluated; 2) does not create the possibility of a new or different kind of accident from any accident previously evaluated; or 3) involve a significant reduction in a margin of safety. Therefore, SCE&G concludes that a no signficant hazards determination is justified.