

January 3, 2012

MEMORANDUM TO: Harold K. Chernoff, Chief
Plant Licensing Branch I-2
Division of Operating Reactor Licensing
Office of Nuclear Reactor Regulation

FROM: Richard B. Ennis, Senior Project Manager */ra/*
Plant Licensing Branch I-2
Division of Operating Reactor Licensing
Office of Nuclear Reactor Regulation

SUBJECT: SALEM NUCLEAR GENERATING STATION, UNIT NO. 2, DRAFT
REQUEST FOR ADDITIONAL INFORMATION (TAC NO. ME7510)

The attached draft request for information (RAI) was transmitted on January 3, 2012, to Mr. Paul Duke of PSEG Nuclear LLC (the licensee). This information was transmitted to facilitate an upcoming conference call in order to clarify the licensee's letter dated October 24, 2011, which submitted a report to the Nuclear Regulatory Commission (NRC) describing the results of the steam generator tube inspections conducted during the spring 2011 refueling outage (refueling outage 2R18) at Salem Nuclear Generating Station, Unit No. 2.

This memorandum and the attachment do not convey or represent an NRC staff position regarding the licensee's submittal.

Docket No. 50-311

Attachment: Draft RAI

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OFFICE	LPL1-2/PM
NAME	REnnis
DATE	01/03/12

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DRAFT REQUEST FOR ADDITIONAL INFORMATION
REGARDING STEAM GENERATOR TUBE INSPECTIONS CONDUCTED
DURING THE SPRING 2011 REFUELING OUTAGE
SALEM NUCLEAR GENERATING STATION, UNIT NO. 2
DOCKET NO. 50-311

By letter dated October 24, 2011 (Agencywide Documents Access and Management System (ADAMS) Accession No. ML11305A046), PSEG Nuclear LLC submitted a report to the Nuclear Regulatory Commission (NRC) describing the results of the steam generator (SG) tube inspections conducted during the spring 2011 refueling outage (refueling outage 2R18) at Salem Nuclear Generating Station, Unit No. 2.

The NRC staff is reviewing your submittal and has determined that additional information is needed to complete its review. The specific information requested is addressed below.

1. Please discuss the scope and results of any secondary side inspections. For example, were any visual inspections performed at the hatches, camera ports and feeding inspection port covers where loose nuts/bolts/washers were identified during the previous refueling outage to confirm the adequacy of the corrective actions? If loose parts were identified and not removed, or locations with possible loose part indications were not visually inspected, discuss the results of any evaluations performed to ensure these parts would not result in a loss of tube integrity for the period between inspections.
2. During the last inspection, a 30 percent through-wall repair limit was implemented. It appears that a similar repair limit was not implemented during this outage. Please clarify. Please indicate which tubes were plugged during the spring 2011 outage.