

From: Wiebe, Joel
Sent: Thursday, July 7, 2022 4:06 PM
To: Wiebe, Joel
Subject: RE: Draft RAI for Byron/Braidwood TSTF-501

Memo to file:

A phone call with the licensee on 7/7/2022 confirmed that the apparent variation is related to the Technical Specification Bases changes. Since there is no apparent variation related to the actual Technical Specifications and the NRC does not approved the Technical Specification Bases changes, the RAI is not necessary.

Joel

From: Wiebe, Joel
Sent: Thursday, July 7, 2022 2:17 PM
To: Phillip Henderson (Phillip.Henderson@constellation.com) <phillip.henderson@constellation.com>
Subject: Draft RAI for Byron/Braidwood TSTF-501

Hi Phil,

We are not sure we need to issue an RAI, but we want to understand the described variation. When you are ready to discuss it, let me know and I will set up a TEAMS meeting.

Joel

The licensee describes one variation as follows:

In addition, this application contains editorial variations from the model application. In some instances, Division 1 and Division 2 DGs are referred to as Train A and Train B DGs. This is an editorial variation to comport with how the Braidwood and Byron TS refer to the DGs.

The model application does not refer to either "Division" or "Train", so the NRC staff does not understand the variation.

The licensee is requested to clarify the variation.

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From: Wiebe, Joel

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Recipients:
"Wiebe, Joel" <Joel.Wiebe@nrc.gov>
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