

February 20, 1986

Docket Nos. 50-317
and 50-318

Mr. J. A. Tiernan
Vice President - Nuclear Energy
Baltimore Gas & Electric Company
P. O. Box 1475
Baltimore, Maryland 21203

DISTRIBUTION:

Docket File	BGrimes
NRC PDR	LTremper
L PDR	LFMB
SECY	JPartlow
PBD#8 Rdg	OPA
FMiraglia	TBarnhart-8
PMKreutzer-3	EJordan
DJaffe	WRegan
OELD	LJHarmon
ACRS-10	CC File

Dear Mr. Tiernan:

The Commission has issued the enclosed Amendment Nos. 114 and 97 to Facility Operating License Nos. DPR-53 and DPR-69 for Calvert Cliffs Nuclear Power Plant, Unit Nos. 1 and 2. These amendments consist of changes to the Technical Specifications in response to your applications dated April 26, 1985 and June 28, 1985.

The amendments change the Unit 1 and Unit 2 Technical Specifications (TS) 3/4.8.2.3, "D.C. Distribution-Operating" and TS 3.8.2.4, "D.C. Distribution-Shutdown" as follows: (1) the Limiting Condition for Operation (LCO) and associated Actions are changed to reflect use of the station "Reserve Battery", (2) a modification is made to the battery cell voltage and capacity test, and (3) a grammatical error is corrected. Consideration of the above items concludes our actions on the applications dated April 26, 1985 and June 28, 1985.

A copy of the related Safety Evaluation is also enclosed. The notice of issuance will be included in the Commission's next bi-weekly Federal Register notice.

Sincerely,

/S/

David H. Jaffe, Project Manager
PWR Project Directorate #8
Division of PWR Licensing-B

Enclosures:

1. Amendment No. 114 to DPR-53
2. Amendment No. 97 to DPR-69
3. Safety Evaluation

cc w/enclosure:
See next page

PBD#8
PMKreutzer
2/12/86

PBD#8
DJaffe
2/12/86

PBD#8
ATHadani
2/13/86

OELD
WRegan
2/14/86
Note addition to SER

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Mr. J. A. Tiernan
Baltimore Gas & Electric Company

cc:

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UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

BALTIMORE GAS AND ELECTRIC COMPANY
DOCKET NO. 50-317
CALVERT CLIFFS NUCLEAR POWER PLANT UNIT NO. 1
AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 114
License No. DPR-53

1. The Nuclear Regulatory Commission (the Commission) has found that:
 - A. The applications for amendment by Baltimore Gas & Electric Company (the licensee) dated April 26, 1985 and June 28, 1985, comply with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations set forth in 10 CFR Chapter I;
 - B. The facility will operate in conformity with the applications, the provisions of the Act, and the rules and regulations of the Commission;
 - C. There is reasonable assurance (i) that the activities authorized by this amendment can be conducted without endangering the health and safety of the public, and (ii) that such activities will be conducted in compliance with the Commission's regulations;
 - D. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public; and
 - E. The issuance of this amendment is in accordance with 10 CFR Part 51 of the Commission's regulations and all applicable requirements have been satisfied.

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2. Accordingly, the license is amended by changes to the Technical Specifications as indicated in the attachment to this license amendment, and paragraph 2.C.(2) of Facility Operating License No. DPR-53 is hereby amended to read as follows:

(2) Technical Specifications

The Technical Specifications contained in Appendix A, as revised through Amendment No. 114 are hereby incorporated in the license. The licensee shall operate the facility in accordance with the Technical Specifications.

3. This license amendment is effective as of the date of its issuance.

FOR THE NUCLEAR REGULATORY COMMISSION


Ashok C. Thadani, Director
PWR Project Directorate #8
Division of PWR Licensing-B

Attachment:
Changes to the Technical
Specifications

Date of Issuance: February 20, 1986

ATTACHMENT TO LICENSE AMENDMENT NO. 114

FACILITY OPERATING LICENSE NO. DPR-53

DOCKET NO. 50-317

Replace the following pages of the Appendix "A" Technical Specifications with the enclosed pages. The revised pages are identified by amendment number and contain vertical lines indicating the areas of change. The corresponding overleaf pages are provided to maintain document completeness.

Remove Pages

3/4 8-8 through 3/4 8-11

Insert Pages

3/4 8-8 through 3/4 8-11

ELECTRICAL POWER SYSTEMS

A.C. DISTRIBUTION - SHUTDOWN

LIMITING CONDITION FOR OPERATION

3.8.2.2 As a minimum, the following A.C. electrical busses shall be OPERABLE and energized from sources of power other than a diesel generator but aligned to an OPERABLE diesel generator:

- 1 - 4160 volt Emergency Bus
- 1 - 480 volt Emergency Bus
- 2 - 120 volt A.C. Vital Busses

APPLICABILITY: MODES 5 and 6

ACTION:

With less than the above complement of A.C. busses OPERABLE and energized, establish CONTAINMENT INTEGRITY within 8 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.2 The specified A.C. busses shall be determined OPERABLE and energized from A.C. sources other than the diesel generators at least once per 7 days by verifying correct breaker alignment and indicated power availability.

ELECTRICAL POWER SYSTEMS

D.C. DISTRIBUTION - OPERATING

LIMITING CONDITION FOR OPERATION

3.8.2.3 The following D.C. bus trains shall be energized and OPERABLE:

- a. 125-volt D.C. bus No. 11, the associated 125-volt D.C. battery bank or as necessary the Reserve Battery, and one associated full capacity charger.
- b. 125-volt D.C. bus No. 12, the associated 125-volt D.C. battery bank or as necessary the Reserve Battery, and one associated full capacity charger.
- c. 125-volt D.C. bus No. 21, the associated 125-volt D.C. battery bank or as necessary the Reserve Battery, and one associated full capacity charger.
- d. 125-volt D.C. bus No. 22, the associated 125-volt D.C. battery bank or as necessary the Reserve Battery, and one associated full capacity charger.

APPLICABILITY: MODES 1, 2, 3 and 4.

ACTION:

- a. With one 125-volt bus inoperable, restore the inoperable bus to OPERABLE status within 2 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.
- b. With one 125-volt D.C. battery inoperable and the associated 125-volt D.C. bus not being supplied by the Reserve Battery except during surveillance testing per Specification 4.8.2.3.2.d.1:
 1. Restore the inoperable battery to OPERABLE status within 2 hours, or replace the inoperable battery with the OPERABLE Reserve Battery within the next 2 hours, or
 2. Be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.
- c. With both 125-volt battery chargers from the same D.C. bus inoperable:
 1. Except when necessary during surveillance testing per Specification 4.8.2.3.2.d.1, restore at least one 125-volt D.C. battery charger to OPERABLE status within 2 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.
 2. During surveillance testing per Specification 4.8.2.3.2.d.1, restore at least one 125-volt D.C. battery charger to OPERABLE status within 4 hours or be in at least HOT STANDBY within 6 hours and in COLD SHUTDOWN within the following 30 hours.

ELECTRICAL POWER SYSTEMS

LIMITING CONDITION FOR OPERATION (Continued)

- d. With single cells having a voltage decrease of more than 0.10 volts from the previous performance discharge test (4.8.2.3.2.f.) value, but still ≥ 2.10 volts per surveillance requirement 4.8.2.3.2.b.1., either restore/replace cells or replace the affected battery with the Reserve Battery within 24 hours or be in HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.3.1 Each D.C. bus train shall be determined OPERABLE and energized at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.3.2 Each 125-volt battery bank and charger and the Reserve Battery shall be demonstrated OPERABLE:

- a. At least once per 7 days by verifying that:
 1. The electrolyte level of each pilot cell is between the minimum and maximum level indication marks.
 2. The pilot cell specific gravity, corrected to 77°F and full electrolyte level is ≥ 1.200 .
 3. The pilot cell voltage is ≥ 2.10 volts.
 4. The overall battery voltage is ≥ 125 volts.
- b. At least once per 92 days by verifying that:
 1. The voltage of each connected cell is ≥ 2.10 volts under float charge and has not decreased more than 0.10 volts from the value observed during the latest performance discharge test (4.8.2.3.2.f).
 2. The specific gravity, corrected to 77°F and full electrolyte level, of each connected cell is ≥ 1.200 and has not decreased more than 0.02 from the value observed during the previous test.
 3. The electrolyte level of each connected cell is between the minimum and maximum level indication marks.
- c. At least once per 18 months by verifying that:
 1. The cells, cell plates and battery racks show no visual indication of physical damage or deterioration.
 2. The cell-to-cell and terminal connections are clean, tight, and coated with anti-corrosion material.

ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

- d. At least once per 18 months by verifying that the battery capacity, with the charger disconnected, is adequate to either:
 1. Supply and maintain in OPERABLE status all of the actual emergency loads for at least 2 hours when the battery is subjected to a battery service test. At the completion of this test, surveillance 4.8.2.3.2.e shall be performed for the affected battery. The battery shall be charged to at least 95% capacity in ≤ 24 hours, or
 2. Supply a dummy load of the following profile for at least 2 hours while maintaining the battery terminal voltage ≥ 105 volts:
 - a) Batteries 11, 21 and Reserve:
First minute ≥ 827 amperes
Next 1 minute ≥ 461 amperes
Next 117 minutes ≥ 251 amperes
Next 1 minute ≥ 325 amperes
 - b) Battery 12
First minute ≥ 214 amperes
Next 119 minutes ≥ 195 amperes
 - c) Battery 22
First minute ≥ 256 amperes
Next 119 minutes ≥ 236 amperes
 - d) At the completion of this test, the battery shall be charged to at least 95% capacity in ≤ 24 hours, excluding the stabilization time.
- e. At least once per 18 months, the battery charger* shall be demonstrated capable of recharging the battery at a rate of ≤ 400 amperes while supplying normal D.C. loads or equivalent or greater dummy load.
- f. At least once per 60 months by verifying that the battery capacity is at least 80% of the manufacturer's rating when subjected to a performance discharge test. This performance discharge test shall be performed subsequent to the satisfactory completion of the required battery service test.

*Not applicable to the charger associated with the Reserve Battery.

ELECTRICAL POWER SYSTEMS

D.C. DISTRIBUTION - SHUTDOWN

LIMITING CONDITION FOR OPERATION

3.8.2.4 As a minimum, the following D.C. electrical equipment and busses shall be energized and OPERABLE:

2 - 125-volt D.C. busses, and

2 - 125-volt battery banks, one of which may be the Reserve Battery, and one associated charger per bank supplying the above D.C. busses.

APPLICABILITY: MODES 5 and 6.

ACTION:

With less than the above complement of D.C. equipment and busses OPERABLE, establish CONTAINMENT INTEGRITY within 8 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.4.1 The above required 125-volt D.C. busses shall be determined OPERABLE and energized at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.4.2 The above required 125-volt battery banks and chargers shall be demonstrated OPERABLE per Surveillance Requirement 4.8.2.3.2.



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

BALTIMORE GAS AND ELECTRIC COMPANY
DOCKET NO. 50-318
CALVERT CLIFFS NUCLEAR POWER PLANT UNIT NO. 2
AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 97
License No. DPR-69

1. The Nuclear Regulatory Commission (the Commission) has found that: -
 - A. The applications for amendment by Baltimore Gas & Electric Company (the licensee) dated April 26, 1985 and June 28, 1985, comply with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations set forth in 10 CFR Chapter I;
 - B. The facility will operate in conformity with the applications, the provisions of the Act, and the rules and regulations of the Commission;
 - C. There is reasonable assurance (i) that the activities authorized by this amendment can be conducted without endangering the health and safety of the public, and (ii) that such activities will be conducted in compliance with the Commission's regulations;
 - D. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public; and
 - E. The issuance of this amendment is in accordance with 10 CFR Part 51 of the Commission's regulations and all applicable requirements have been satisfied.


2. Accordingly, the license is amended by changes to the Technical Specifications as indicated in the attachment to this license amendment, and paragraph 2.C.2 of Facility Operating License No. DPR-69 is hereby amended to read as follows:

2. Technical Specifications

The Technical Specifications contained in Appendix A, as revised through Amendment No. 97, are hereby incorporated in the license. The licensee shall operate the facility in accordance with the Technical Specifications.

3. This license amendment is effective as of the date of its issuance.

FOR THE NUCLEAR REGULATORY COMMISSION


Ashok C. Thadani, Director
PWR Project Directorate #8
Division of PWR Licensing-B

Attachment:
Changes to the Technical
Specifications

Date of Issuance: February 20, 1986

ATTACHMENT TO LICENSE AMENDMENT NO. 97

FACILITY OPERATING LICENSE NO. DPR-69

DOCKET NO. 50-318

Replace the following pages of the Appendix "A" Technical Specifications with the enclosed pages. The revised pages are identified by amendment number and contain vertical lines indicating the areas of change. The corresponding overleaf pages are provided to maintain document completeness.

Remove Pages

3/4 8-8 through 3/4 8-11

Insert Pages

3/4 8-8 through 3/4 8-11

ELECTRICAL POWER SYSTEMS

A.C. DISTRIBUTION - SHUTDOWN

LIMITING CONDITION FOR OPERATION

3.8.2.2 As a minimum, the following A.C. electrical busses shall be OPERABLE and energized from sources of power other than a diesel generator but aligned to an OPERABLE diesel generator:

- 1 - 4160 volt Emergency Bus
- 1 - 480 volt Emergency Bus
- 2 - 120 volt A.C. Vital Busses

APPLICABILITY: MODES 5 and 6

ACTION:

With less than the above complement of A.C. busses OPERABLE and energized, establish CONTAINMENT INTEGRITY within 8 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.2 The specified A.C. busses shall be determined OPERABLE and energized from A.C. sources other than the diesel generators at least once per 7 days by verifying correct breaker alignment and indicated power availability.

ELECTRICAL POWER SYSTEMS

D.C. DISTRIBUTION - OPERATING

LIMITING CONDITION FOR OPERATION

3.8.2.3 The following D.C. bus trains shall be energized and OPERABLE:

- a. 125-volt D.C. bus No. 11, the associated 125-volt D.C. battery bank or as necessary the Reserve Battery, and one associated full capacity charger.
- b. 125-volt D.C. bus No. 12, the associated 125-volt D.C. battery bank or as necessary the Reserve Battery, and one associated full capacity charger.
- c. 125-volt D.C. bus No. 21, the associated 125-volt D.C. battery bank or as necessary the Reserve Battery, and one associated full capacity charger.
- d. 125-volt D.C. bus No. 22, the associated 125-volt D.C. battery bank or as necessary the Reserve Battery, and one associated full capacity charger.

APPLICABILITY: MODES 1, 2, 3 and 4.

ACTION:

- a. With one 125-volt bus inoperable, restore the inoperable bus to OPERABLE status within 2 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.
- b. With one 125-volt D.C. battery inoperable and the associated 125-volt D.C. bus not being supplied by the Reserve Battery except during surveillance testing per Specification 4.8.2.3.2.d.1:
 1. Restore the inoperable battery to OPERABLE status within 2 hours, or replace the inoperable battery with the OPERABLE Reserve Battery within the next 2 hours, or
 2. Be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.
- c. With both 125-volt battery chargers from the same D.C. bus inoperable:
 1. Except when necessary during surveillance testing per Specification 4.8.2.3.2.d.1, restore at least one 125-volt D.C. battery charger to OPERABLE status within 2 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.
 2. During surveillance testing per Specification 4.8.2.3.2.d.1, restore at least one 125-volt D.C. battery charger to OPERABLE status within 4 hours or be in at least HOT STANDBY within 6 hours and in COLD SHUTDOWN within the following 30 hours.

ELECTRICAL POWER SYSTEMS

LIMITING CONDITION FOR OPERATION (Continued)

- d. With single cells having a voltage decrease of more than 0.10 volts from the previous performance discharge test (4.8.2.3.2.f.) value, but still ≥ 2.10 volts per surveillance requirement 4.8.2.3.2.b.1., either restore/replace cells or replace the affected battery with the Reserve Battery within 24 hours or be in HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.3.1 Each D.C. bus train shall be determined OPERABLE and energized at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.3.2 Each 125-volt battery bank and charger and the Reserve Battery shall be demonstrated OPERABLE:

- a. At least once per 7 days by verifying that:
 1. The electrolyte level of each pilot cell is between the minimum and maximum level indication marks.
 2. The pilot cell specific gravity, corrected to 77°F and full electrolyte level is ≥ 1.200 .
 3. The pilot cell voltage is ≥ 2.10 volts.
 4. The overall battery voltage is ≥ 125 volts.
- b. At least once per 92 days by verifying that:
 1. The voltage of each connected cell is ≥ 2.10 volts under float charge and has not decreased more than 0.10 volts from the value observed during the latest performance discharge test (4.8.2.3.2.f).
 2. The specific gravity, corrected to 77°F and full electrolyte level, of each connected cell is ≥ 1.200 and has not decreased more than 0.02 from the value observed during the previous test.
 3. The electrolyte level of each connected cell is between the minimum and maximum level indication marks.
- c. At least once per 18 months by verifying that:
 1. The cells, cell plates and battery racks show no visual indication of physical damage or deterioration.
 2. The cell-to-cell and terminal connections are clean, tight, and coated with anti-corrosion material.

ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS (Continued)

- d. At least once per 18 months by verifying that the battery capacity, with the charger disconnected, is adequate to either:
 1. Supply and maintain in OPERABLE status all of the actual emergency loads for at least 2 hours when the battery is subjected to a battery service test. At the completion of this test, surveillance 4.8.2.3.2.e shall be performed for the affected battery. The battery shall be charged to at least 95% capacity in ≤ 24 hours, or
 2. Supply a dummy load of the following profile for at least 2 hours while maintaining the battery terminal voltage ≥ 105 volts:
 - a) Batteries 11, 21 and Reserve:
First minute ≥ 827 amperes
Next 1 minute ≥ 461 amperes
Next 117 minutes ≥ 251 amperes
Next 1 minute ≥ 325 amperes
 - b) Battery 12
First minute ≥ 214 amperes
Next 119 minutes ≥ 195 amperes
 - c) Battery 22
First minute ≥ 256 amperes
Next 119 minutes ≥ 236 amperes
 - d) At the completion of this test, the battery shall be charged to at least 95% capacity in ≤ 24 hours, excluding the stabilization time.
- e. At least once per 18 months, the battery charger* shall be demonstrated capable of recharging the battery at a rate of ≤ 400 amperes while supplying normal D.C. loads or equivalent or greater dummy load.
- f. At least once per 60 months by verifying that the battery capacity is at least 80% of the manufacturer's rating when subjected to a performance discharge test. This performance discharge test shall be performed subsequent to the satisfactory completion of the required battery service test.

*Not applicable to the charger associated with the Reserve Battery.

ELECTRICAL POWER SYSTEMS

D.C. DISTRIBUTION - SHUTDOWN

LIMITING CONDITION FOR OPERATION

3.8.2.4 As a minimum, the following D.C. electrical equipment and busses shall be energized and OPERABLE:

2 - 125-volt D.C. busses, and

2 - 125-volt battery banks, one of which may be the Reserve Battery, and one associated charger per bank supplying the above D.C. busses.

APPLICABILITY: MODES 5 and 6.

ACTION:

With less than the above complement of D.C. equipment and busses OPERABLE, establish CONTAINMENT INTEGRITY within 8 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.4.1 The above required 125-volt D.C. busses shall be determined OPERABLE and energized at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.4.2 The above required 125-volt battery banks and chargers shall be demonstrated OPERABLE per Surveillance Requirement 4.8.2.3.2.



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION

RELATED TO AMENDMENT NOS. 114 AND 97

TO FACILITY OPERATING LICENSE NOS. DPR-53 AND DPR-69

BALTIMORE GAS AND ELECTRIC COMPANY

CALVERT CLIFFS NUCLEAR POWER PLANT, UNIT NOS. 1 AND 2

DOCKET NOS. 50-317 AND 50-318

Introduction

By applications for license amendments dated April 26, 1985 and June 28, 1985, Baltimore Gas and Electric Company (BG&E) requested changes to the Technical Specifications for Calvert Cliffs Units 1 and 2.

The proposed changes to the Unit 1 and Unit 2 Technical Specifications (TS) 3/4.8.2.3, "D.C. Distribution-Operating" and TS 3.8.2.4, "D.C. Distribution-Shutdown" are as follows: (1) the Limiting Condition for Operation (LCO) and associated Actions are changed to reflect use of the station "Reserve Battery", (2) a modification is made to the battery cell voltage and capacity test, and (3) a grammatical error would be corrected. Consideration of the above items concludes the actions on the applications dated April 26, 1985 and June 28, 1985.

Discussion and Evaluation

With regard to use of the "Reserve Battery", on July 31, 1979 and November 2, 1981, the staff issued Amendment Nos. 40 and 22, and Amendment Nos. 58 and 40 to the Facility Operating Licenses for Calvert Cliffs Units 1 and 2, respectively. Those license amendments provided TS for the use of a "Reserve Battery" as a replacement for any one of the site's four vital 125 v batteries if one is unavailable due to surveillance testing or is otherwise inoperable. The staff's safety evaluations in support of these amendments concluded that the reserve battery and associated interconnections are fully safety grade, the reserve battery installation provides protection for the battery that is equivalent to the existing 125 v battery installations at Calvert Cliffs and, because the same surveillance is required on the reserve battery as on the normal vital batteries, the reserve battery is an acceptable replacement for a vital battery.

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The April 26, 1985, proposed TS change adds to the LCO of the DC Distribution System the option of utilizing the reserve battery in lieu of a vital battery. This option existed originally only in the action statements, which put in effect TS 3.0.4 that prohibited entry into other operational modes when using the reserve battery. The proposed change would therefore allow entry into other operating modes when using the reserve battery as a replacement for a vital battery.

The proposed change would also allow use of the reserve battery as a replacement for a vital battery in operational modes 5 and 6, as described in TS 3.8.2.4, as well as modes 1 through 4, as described in TS 3.8.2.3. The original specification allowed its use only in operational modes 1 through 4.

An additional proposed change to the LCO would add the word "associated" when discussing the battery and charger for each train in the LCO, in TS 3.8.2.3 and 3.8.2.4. This is to specify that the battery and charger must both be part of that respective train.

The staff has already concluded that the "Reserve Battery" can be freely used on a vital 125 volt bus. In addition, the proposed changes do not in any way affect the reliability or capacity of the vital 125 v DC system. Accordingly, the changes to the LCOs for TS 3.8.2.3 and 3.8.2.4 are acceptable.

A final proposed change to the LCO for TS 3.8.2.3 would delete two Action statements and change a third Action statement. These action statements allowed the reserve battery to replace the normal vital battery during the surveillance tests which render the tested battery inoperable. Because the LCO would now recognize the reserve battery as a replacement for a vital battery in any circumstances, the surveillance condition need not be accounted for in the Action statements. Accordingly, the deletion of the referenced Action statements and renumbering the remaining Action statements would provide consistency within the proposed LCO and are, therefore, acceptable.

With regard to the battery capacity tests, the June 28, 1985, proposed TS would change the battery service test surveillance TS 4.8.2.3.2.d.2 for the 125 v vital batteries 12 and 22 to reflect their updated design load cycle. The loads of the updated design load cycle are greater than the simulated or dummy loads currently used for batteries 12 and 22 during the battery service test performed every 18 months. The load cycle time periods remain unchanged (2 hours total endurance). BG&E states that a safety analysis has been completed which verifies that 125 v batteries 12 and 22 have ample capacity to supply power for the updated design load cycle. This proposal would also increase the battery minimum terminal voltage required to be maintained during the battery service test for the four vital 125 v batteries from 100 volts to 105 volts. A voltage of 105 volts is required for operability of the emergency loads supplied by the batteries. BG&E states, in their June 28, 1985 application, that a safety analysis has been conducted which verifies that all the 125 v batteries have adequate capacity to supply the emergency loads for the design load cycle while maintaining battery terminal voltage of at least 105 volts.

Both the revised load cycle test and the increased terminal voltage represent more rigorous surveillance that increases the confidence that the 125 v DC vital batteries will perform as required. The proposed changes to the TS 4.8.2.3.2.d.2 represents more stringent surveillance requirements. Therefore, the proposed changes are acceptable.

Finally, a change has been proposed to TS 3.8.2.4 to correct a grammatical error. The word "bus" would be changed to "busses" to provide proper grammatical agreement with the remainder of the LCO requirements. Correction of these types of errors are administrative in nature and do not change the requirements of the TS. Accordingly, the proposed change to TS 3.8.2.4 to correct a grammatical error is acceptable.

Environmental Consideration

These amendments involve a change in the installation or use of a facility component located within the restricted area as defined in 10 CFR Part 20 and a change in surveillance requirements. The staff has determined that the amendments involve no significant increase in the amounts, and no significant change in the types, of any effluents that may be released offsite, and that there is no significant increase in individual or cumulative occupational radiation exposure. The Commission has previously published a proposed finding that these amendments involve no significant hazards consideration and there has been no public comment on such finding. Accordingly, these amendments meet the eligibility criteria for categorical exclusion set forth in 10 CFR §51.22(c)(9). Pursuant to 10 CFR §51.22(b), no environmental impact statement or environmental assessment need be prepared in connection with the issuance of these amendments.

Conclusion

We have concluded, based on the considerations discussed above, that (1) there is reasonable assurance that the health and safety of the public will not be endangered by operation in the proposed manner, and (2) such activities will be conducted in compliance with the Commission's regulations, and the issuance of the amendments will not be inimical to the common defense and security or to the health and safety of the public.

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