Duke Energy

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W. R. McCollum, Jr.
Vice President

May 30, 2001

U. S. Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, DC 20555

Subject: Oconee Nuclear Station
Docket 50-269, -270, -287
Selected Licensee Commitments Manual (SLC)

Gentlemen:

Pursuant to 10CFR 50.4 and 50.71, please find attached 7 copies of the latest revisions to the Oconee Selected Licensee Commitments Manual (SLC). The SLC Manual is Chapter 16.0 of the Oconee Updated Final Safety Analysis Report (UFSAR). This manual is intended to contain commitments and other station issues that warrant higher control, but are not appropriate for inclusion into the Technical Specifications (TS). Instead of being updated with the annual UFSAR Update, the SLC Manual will be updated as necessary throughout the year.

Very truly yours,

Bruce Hamilton/for

W. R. McCollum, Jr.
Vice President
Oconee Nuclear Station

CMB/cmb
Attachment

xc: Luis A. Reyes
Regional Administrator, Region II

D. E. LaBarge, ONRR

M. C. Shannon
Oconee Senior Resident Inspector

A053

May 30,2001

To: Manual Holders

Subject: Oconee Selected Licensee Commitments Manual (SLC)
Revision

On May 22, 2001, Station Management approved a revision to SLC 16.7.2, Anticipated Transients Without Scram, which was implemented on May 23, 2001. This change adds the word "nominal" to the setpoint of 2450 PSI in the SLC bases.

Likewise, on May 15, 2001, Station Management approved a revision to SLC 16.9.16, Reactor Building Polar Crane and Auxiliary Hoist (RCS System Open) and SLC 16.9.17, Reactor Building Polar Crane (RCS at elevated temperature and pressure). This change revises the SLC to reflect the removal of Auxiliary Fuel Handling Bridges.

Remove these pages	Insert these pages
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SLC Page 16.7.2-2	SLC Page 16.7.2-2
SLC Page 16.9.16-2	SLC Page 16.9.16-2
SLC Page 16.9.16-3	SLC Page 16.9.16-3
SLC Page 16.9.17-1	SLC Page 16.9.17-1

Any questions concerning these revisions may be directed to Reene Gambrell at ext. 3364.

Regulatory Compliance
By: Conice Breazeale
Regulatory Compliance

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SURVEILLANCE REQUIREMENTS

SURVEILLANCE		FREQUENCY
SR 16.7.2.1	Perform a Channel Logic Test of AMSAC.	184 days
SR 16.7.2.2	Perform a Channel Logic Test of DSS.	184 days
SR 16.7.2.3	Perform an Actuation Test of AMSAC.	18 months
SR 16.7.2.4	Perform an Actuation Test of DSS.	18 months.

BASES

The AMSAC and DSS are provided to mitigate the consequences of anticipated transient without scram. These anticipated transients are beyond the design basis for the plant. These events are associated with a failure of the reactor to normally trip when required as defined in the references below.

The AMSAC/DSS consists of two channels and uses a two-out-of-two coincidence logic to actuate. Each channel has an AMSAC portion and a DSS portion.

The AMSAC circuitry of each channel receives input signals on low Feedwater pump Turbine (FDWPT) control oil pressure or low Feedwater pump (FDWP) discharge pressure. Upon a valid input signal to the AMSAC portions of the two AMSAC/DSS channels, an output is generated to trip the Main Turbine and start all operable Emergency Feedwater Pumps.

The DSS circuitry of each channel receives an input signal from the Inadequate Core Cooling Monitoring System RCS pressure signals. Upon a valid signal (RCS Pressure Very High / $\geq$ 2450 psig nominal) to both DSS portions of each channel an output is generated to interrupt power to the Control Rod Drive System gate drives for regulating rod groups 5 through 7 and the auxiliary gate drives.

An AMSAC/DSS channel is considered operable if it has met the surveillance criteria of this commitment and the AMSAC/DSS enabled light (located in the control room) is on and the AMSAC/DSS Ch. 1 and Ch. 2 bypassed lights (also located in the control room) are not on and "Sy Max" Programmable Controllers RUN Lights (ON) and HALT Lights (OFF) for AMSAC/DSS Ch. 1 AND AMSAC/DSS Ch. 2.

SURVEILLANCE REQUIREMENTS

SURVEILLANCE		FREQUENCY
SR 16.9.16.1	N/A.	N/A

BASES

The requirement(s) of this SLC section were relocated from CTS 3.12.1, 3.12.2, 3.12.3, and 3.12.4 and an associated Technical Specification Interpretation during the conversion to ITS.

Restriction of use of the reactor building polar crane and auxiliary hoist over the fuel transfer canal when the reactor vessel head is removed to those operations necessary for the fuel handling and core internals operations is to preclude the dropping of materials or equipment into the reactor vessel and possibly damaging the fuel to the extent that an escape of fission products would result. The fuel transfer canal will be delineated by readily visible markers at an elevation above which the reactor building polar crane would not normally handle loads.

The fuel transfer canal is the area bounded by the following:

Unit 1
- East and West by the secondary shield walls
- South by the containment wall plate
- North by the 3rd floor handrail

Unit 2
- East and West by the secondary shield walls
- North by the containment wall plate
- South by the 3rd floor handrail .

A fuel assembly is being moved when the Main bridge is attached to a fuel assembly or a fuel assembly is within the transfer carriage while in the reactor building.

The polar crane is the trolley section, which contains the hooks, blocks and cable drums.

The purpose of having restrictions on use of the polar crane is to prevent the dropping of material or equipment and possibly damaging fuel to the extent that an escape of fission products would occur. The UFSAR, section 9.1.4.1.5 states that the fuel transfer canal is a passageway in the Reactor Building extending from the reactor vessel to the reactor building wall and formed by an upward extension of the primary shield wall. In order to form a boundary for polar crane operation, this area is modified slightly to conform to easily identified structures which provide an extra margin of safety. Therefore the East and West side of the canal are denoted by the secondary shield wall immediately adjacent to the primary shield wall and the 3rd floor handrail just outside of the primary shield wall of the canal shallow end. The reactor building wall plates determines the final side of the canal area

It is permissible to operate the polar crane over the fuel transfer canal when absolutely necessary, except during times when any fuel assembly is being moved. Since fuel is in place in the reactor vessel, fuel movement takes place only when fuel is moved into or away from the vessel. Thus once a fuel assembly is attached to the Main bridge it is considered to be in the act of movement. Also while fuel is in the transfer carriage, being moved into or out of the reactor building, it is considered fuel movement. The reactor building polar crane consists of two connected steel beams on which a trolley assembly moves. The two beams stretch over the full length of the reactor building and are always positioned over the fuel transfer canal. The trolley is the component which actually move equipment up, down and around the reactor building. Therefore for purposes of this SLC, the polar crane consists of the trolley section, whether or not a load is attached.

REFERENCES

N/A

16.9 AUXILIARY SYSTEMS

16.9.17 Reactor Building Polar Crane (RCS at elevated temperature and pressure)

COMMITMENT The Reactor Building Polar Crane shall not be operated over the steam generator compartments.

APPLICABILITY: MODES 1, 2,
MODES 3 and 4 with RCS pressure > 300 psig.

ACTIONS

CONDITION	REQUIRED ACTION	COMPLETION TIME
A. N/A.	A.1 N/A.	N/A

SURVEILLANCE REQUIREMENTS

SURVEILLANCE	FREQUENCY
SR 16.9.17.1 N/A.	N/A

BASES

The requirement(s) of this SLC section were relocated from CTS 3.12.5 and an associated Technical Specification Interpretation during the conversion to ITS.

Restriction of use of the reactor building polar crane over the steam generator compartments during the time when steam could be formed from dropping a load on the steam generator or reactor coolant piping resulting in rupture of the system is required to protect against a loss of coolant accident. The polar crane is the trolley section, which contains the hooks, blocks and cable drums.