

April 29, 1996

Mr. Leon R. Eliason
Chief Nuclear Officer & President-
Nuclear Business Unit
Public Service Electric & Gas
Company
Post Office Box 236
Hancocks Bridge, NJ 08038

SUBJECT: SALEM NUCLEAR GENERATING STATION, UNIT NOS. 1 AND 2 (TAC NOS. M94440
AND M94441)

Dear Mr. Eliason:

The Commission has issued the enclosed Amendment Nos. 182 and 163 to Facility
Operating License Nos. DPR-70 and DPR-75 for the Salem Nuclear Generating
Station, Unit Nos. 1 and 2. These amendments consist of changes to the
Technical Specifications (TSs) in response to your application dated
January 4, 1996.

These amendments change Technical Specification 3/4.8.2.5, "28-Volt D.C.
Distribution - Operating." The amendment for Unit 1 makes Unit 1 requirements
similar to Unit 2 by defining the specific battery chargers that are required
for each train and by restricting the use of the backup battery charger to 7
days. The amendments for both units also require that the 28-Volt DC bus be
energized for that bus to be OPERABLE.

A copy of our safety evaluation is also enclosed. Notice of Issuance will be
included in the Commission's biweekly Federal Register notice.

Sincerely,
/s/

Leonard N. Olshan, Senior Project Manager
Project Directorate I-2
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

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Docket Nos. 50-272/311

Enclosures: 1. Amendment No. 182 to
License No. DPR-70
2. Amendment No. 163 to
License No. DPR-75
3. Safety Evaluation

cc w/encls: See next page

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SVarga OGC ACRS *See previous concurrence

OFFICE	PDI-2/EA	CPDI-2/PM	EELB/BC*	OGC*	PDI-2/PD
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DATE	4/29/96	4/29/96	04/10/96	04/16/96	4/29/96

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UNITED STATES
NUCLEAR REGULATORY COMMISSION

WASHINGTON, D.C. 20555-0001

April 29, 1996

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Chief Nuclear Officer & President-
Nuclear Business Unit
Public Service Electric & Gas
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Post Office Box 236
Hancocks Bridge, NJ 08038

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Dear Mr. Eliason:

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A copy of our safety evaluation is also enclosed. Notice of Issuance will be included in the Commission's biweekly Federal Register notice.

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Leonard N. Olshan, Senior Project Manager
Project Directorate I-2
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Docket Nos. 50-272/311

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License No. DPR-70
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License No. DPR-75
3. Safety Evaluation

cc w/encls: See next page

Mr. Leon R. Eliason
Public Service Electric & Gas
Company

Salem Nuclear Generating Station,
Units 1 and 2

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UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

PUBLIC SERVICE ELECTRIC & GAS COMPANY

PHILADELPHIA ELECTRIC COMPANY

DELMARVA POWER AND LIGHT COMPANY

ATLANTIC CITY ELECTRIC COMPANY

DOCKET NO. 50-272

SALEM NUCLEAR GENERATING STATION, UNIT NO. 1

AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 182
License No. DPR-70

1. The Nuclear Regulatory Commission (the Commission or the NRC) has found that:
 - A. The application for amendment filed by the Public Service Electric & Gas Company, Philadelphia Electric Company, Delmarva Power and Light Company and Atlantic City Electric Company (the licensees) dated January 4, 1996, complies 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 application, 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 set forth in 10 CFR Chapter I;
 - 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-70 is hereby amended to read as follows:

(2) Technical Specifications and Environmental Protection Plan

The Technical Specifications contained in Appendices A and B, as revised through Amendment No. 182, 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 its date of issuance, to be implemented within 60 days.

FOR THE NUCLEAR REGULATORY COMMISSION

Donald A. Brinkman
for John F. Stolz, Director
Project Directorate I-2
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Attachment: Changes to the Technical
Specifications

Date of Issuance: April 29, 1996

ATTACHMENT TO LICENSE AMENDMENT NO. 182

FACILITY OPERATING LICENSE NO. DPR-70

DOCKET NO. 50-272

Revise Appendix A as follows:

Remove Pages

3/4 8-11

Insert Pages

3/4 8-11

ELECTRICAL POWER SYSTEMS

28-VOLT D.C. DISTRIBUTION - OPERATING

LIMITING CONDITION FOR OPERATION

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

TRAIN 1A consisting of 28-volt D.C. bus No. 1A, 28-volt D.C. battery No. 1A and battery charger 1A1.

TRAIN 1B consisting of 28-volt D.C. bus No. 1B, 28-volt D.C. battery No. 1B and battery charger 1B1.

APPLICABILITY: MODES 1, 2, 3 and 4.

ACTION:

- a. With one 28-volt D.C. bus inoperable or not energized, restore the inoperable bus to OPERABLE and energized 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 28-volt D.C. battery inoperable, restore the inoperable battery 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.
- c. With one required 28-volt D.C. battery charger inoperable, restore the inoperable battery charger to OPERABLE status within 2 hours or connect the backup charger for no more than 7 days or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

SURVEILLANCE REQUIREMENTS

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

4.8.2.5.2 Each 28-volt battery and above required charger shall be demonstrated OPERABLE:

- a. At least once per 7 days by verifying that:
 1. The electrolyte level of the pilot cell is between the minimum and maximum level indication marks.



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

PUBLIC SERVICE ELECTRIC & GAS COMPANY

PHILADELPHIA ELECTRIC COMPANY

DELMARVA POWER AND LIGHT COMPANY

ATLANTIC CITY ELECTRIC COMPANY

DOCKET NO. 50-311

SALEM NUCLEAR GENERATING STATION, UNIT NO. 2

AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No.163
License No. DPR-75

1. The Nuclear Regulatory Commission (the Commission or the NRC) has found that:
 - A. The application for amendment filed by the Public Service Electric & Gas Company, Philadelphia Electric Company, Delmarva Power and Light Company and Atlantic City Electric Company (the licensees) dated January 4, 1996, complies 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 application, 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 set forth in 10 CFR Chapter I;
 - 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-75 is hereby amended to read as follows:

(2) Technical Specifications and Environmental Protection Plan

The Technical Specifications contained in Appendices A and B, as revised through Amendment No. 163, 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 its date of issuance, to be implemented within 60 days.

FOR THE NUCLEAR REGULATORY COMMISSION

for Donald A. Binkman
John F. Stolz, Director
Project Directorate I-2
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Attachment: Changes to the Technical
Specifications

Date of Issuance: April 29, 1996

ATTACHMENT TO LICENSE AMENDMENT NO. 163

FACILITY OPERATING LICENSE NO. DPR-75

DOCKET NO. 50-311

Revise Appendix A as follows:

Remove Pages

3/4 8-13

Insert Pages

3/4 8-13

ELECTRICAL POWER SYSTEMS

28-VOLT D.C. DISTRIBUTION - OPERATING

LIMITING CONDITION FOR OPERATION

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

TRAIN 2A consisting of 28-volt D.C. bus No. 2A, 28-volt D.C. battery No. 2A and battery charger 2A1.

TRAIN 2B consisting of 28-volt D.C. bus No. 2B, 28-volt D.C. battery No. 2B, and battery charger 2B1.

APPLICABILITY: MODES 1, 2, 3 and 4.

ACTION:

- a. With one 28-volt D.C. bus inoperable or not energized, restore the inoperable bus to OPERABLE and energized 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 28-volt D.C. battery inoperable, restore the inoperable battery 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.
- c. With one required 28-volt D.C. battery charger inoperable, restore the inoperable charger to OPERABLE status within 2 hours or connect the backup charger for no more than 7 days or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

SURVEILLANCE REQUIREMENTS

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

4.8.2.5.2 Each 28-volt battery and above required charger shall be demonstrated OPERABLE:

- a. At least once per 7 days by verifying that:
 1. The electrolyte level of the pilot cell is between the minimum and maximum level indication marks.



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION
RELATED TO AMENDMENT NOS. ¹⁸² AND ¹⁶³ TO FACILITY OPERATING

LICENSE NOS. DPR-70 AND DPR-75

PUBLIC SERVICE ELECTRIC & GAS COMPANY

PHILADELPHIA ELECTRIC COMPANY

DELMARVA POWER AND LIGHT COMPANY

ATLANTIC CITY ELECTRIC COMPANY

SALEM NUCLEAR GENERATING STATION, UNIT NOS. 1 AND 2

DOCKET NOS. 50-272 AND 50-311

1.0 INTRODUCTION

By letter dated January 4, 1996, the Public Service Electric & Gas Company (the licensee) submitted a request for changes to the Salem Nuclear Generating Station, Unit Nos. 1 and 2, Technical Specifications (TS). The requested changes would change TS 3/4.8.2.5, "28-Volt D.C. Distribution - Operating." The amendment for Unit 1 would make Unit 1 requirements similar to Unit 2 by defining the specific battery chargers that are required for each train and by restricting the use of the backup battery charger to 7 days. The amendments would for both units also require that the 28-Volt DC bus be energized for that bus to be OPERABLE.

2.0 EVALUATION

The 28-Volt DC power distribution system consists of two 28-Volt batteries and four battery chargers. Each battery has a primary charger powered from a different Vital AC bus (A or B), and a backup charger. The backup charger for both batteries is powered from the same Vital AC bus, the C bus. TS 3/4.8.2.5 for Unit 2 specifies the primary battery charger for each battery and limits the period of time that one battery can be connected to the backup charger to 7 days. These provisions preclude the possibility of both batteries being supplied from the same bus, the C bus. The proposed amendment incorporates these provisions into the TS 3/4.8.2.5 for Unit 1. Since these provisions preclude the possibility of both batteries being supplied from the same bus, are more conservative than the existing TSs, and are consistent with Unit 2 TSs, the staff finds them acceptable.

The proposed changes also require that the buses be energized in ACTION statement 3.8.2.5.a. for both units. This is consistent with the Limiting Condition for Operation 3.8.2.5 which requires that both 28-Volt DC trains be OPERABLE and energized. Therefore, the staff finds it acceptable.

3.0 STATE CONSULTATION

In accordance with the Commission's regulations, the New Jersey State official was notified of the proposed issuance of the amendments. By letter dated February 15, 1996, the State official had no comments.

4.0 ENVIRONMENTAL CONSIDERATION

The amendments change a requirement with respect to installation or use of a facility component located within the restricted area as defined in 10 CFR Part 20. The NRC 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 issued a proposed finding that the amendments involve no significant hazards consideration, and there has been no public comment on such finding (61 FR 5818). Accordingly, the 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 the amendments.

5.0 CONCLUSION

The Commission has 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, (2) such activities will be conducted in compliance with the Commission's regulations, and (3) the issuance of the amendments will not be inimical to the common defense and security or to the health and safety of the public.

Principal Contributor: L. Olshan

Date: April 29, 1996