February 1, 1999

Mr. Harold W. Keiser
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 NO. 2 (TAC NO. MA3834)

Dear Mr. Keiser:

The Commission has issued the enclosed Amendment No. 198 to Facility Operating License No. DPR-75 for the Salem Nuclear Generating Station, Unit No. 2. This amendment consists of changes to the Technical Specifications (TSs) in response to your application dated October 12, 1998.

This amendment allows a one-time extension of the TS surveillance interval to the end of fuel Cycle 10 for certain TS surveillance requirements (SRs). Specifically, the amendment extends the surveillance interval in (a) SR 4.3.2.1.3 for the instrumentation response time testing of each engineered safety features actuation system function, (b) SRs 4.8.2.3.2.f and 4.8.2.5.2.d for service testing of the 125-volt DC and the 28-volt DC distribution system batteries, respectively, and (c) SR 4.8.2.5.2.c.2 for verification that the 125-volt DC battery connections are clean, tight, and coated with anti-corrosion material. Because of the length of the last outage and delays in restart, the SRs would be overdue prior to reaching the next refueling outage (2R10) that is scheduled to start about April 3, 1999. The SRs are to be completed during the 2R10 outage, prior to returning the unit to Mode 4 (hot shutdown) upon outage completion.

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

Sincerely,

origial signed by:
Patrick D. Milano, Senior Project Manager
Project Directorate I-2
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Docket No. 50-311

Enclosures: 1. Amendment No. 198 to License No. DPR-75
2. Safety Evaluation

cc w/encls: See next page

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

February 1, 1999

Mr. Harold W. Keiser
Chief Nuclear Officer & President
Nuclear Business Unit
Public Service Electric & Gas
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Hancocks Bridge, NJ 08038

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2. Safety Evaluation

cc w/encls: See next page

Mr. Harold W. Keiser
Public Service Electric & Gas
Company

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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. 50-311

SALEM NUCLEAR GENERATING STATION, UNIT NO. 2

AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 198
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 October 12, 1998, 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. 198 , 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, and shall be implemented within 60 days.

FOR THE NUCLEAR REGULATORY COMMISSION

William M. Dean, 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: February 1, 1999

ATTACHMENT TO LICENSE AMENDMENT NO. 198

FACILITY OPERATING LICENSE NO. DPR-75

DOCKET NO. 50-311

Revise Appendix A as follows:

Remove Pages	Insert Pages
3/4 3-14	3/4 3-14
3/4 8-11a	3/4 8-11a
3/4 8-14	3/4 8-14

3/4.3.2 ENGINEERED SAFETY FEATURE ACTUATION SYSTEM INSTRUMENTATION

LIMITING CONDITION FOR OPERATION

3.3.2.1 The Engineered Safety Feature Actuation System (ESFAS) instrumentation channels and interlocks shown in Table 3.3-3 shall be OPERABLE with their trip setpoints set consistent with the values shown in the Trip Setpoint column of Table 3.3-4 and with RESPONSE TIMES as shown in Table 3.3-5.

APPLICABILITY: As shown in Table 3.3-3.

ACTION:

a. With an ESFAS instrumentation channel trip setpoint less conservative than the value shown in the Allowable Values column of Table 3.3-4, declare the channel inoperable and apply the applicable ACTION requirement of Table 3.3-3 until the channel is restored to OPERABLE status with the trip setpoint adjusted consistent with the Trip Setpoint value.

b. With an ESFAS instrumentation channel inoperable, take the ACTION shown in Table 3.3-3.

SURVEILLANCE REQUIREMENTS

4.3.2.1.1 Each ESFAS instrumentation channel shall be demonstrated OPERABLE by the performance of the CHANNEL CHECK, CHANNEL CALIBRATION and CHANNEL FUNCTIONAL TEST operations for the MODES and at frequencies shown in Table 4.3-2.

4.3.2.1.2 The logic for the interlocks shall be demonstrated OPERABLE during the automatic actuation logic test. The total interlock function shall be demonstrated OPERABLE at least once per 18 months during CHANNEL CALIBRATION testing of each channel affected by interlock operation.

4.3.2.1.3 The ENGINEERED SAFETY FEATURES RESPONSE TIME of each ESFAS function shall be demonstrated to be within the limit at least once per 18 months. Each test shall include at least one logic train such that both logic trains are tested at least once per 36 months and one channel per function such that all channels are tested at least once per N times 18 months where N is the total number of redundant channels in a specific ESFAS function as shown in the "Total No. of Channels" Column of Table 3.3-3. The provisions of Specification 4.0.4 are not applicable to MSIV closure time testing. The provisions of Specification 4.0.4 are not applicable to the turbine driven auxiliary feedwater pump provided the surveillance is performed within 24 hours after the secondary steam generator pressure is greater than 680 psig.*

* A one time exemption to this surveillance requirement is granted during fuel cycle ten allowing Unit 2 operation to continue to the tenth refueling outage (2R10). The surveillance is to be completed at the appropriate time during the 2R10 outage, prior to the unit returning to Mode 4 upon outage completion.

SURVEILLANCE REQUIREMENTS (Continued)

3. The connection resistance is:
≤150 micro ohms for inter-cell connections,
≤350 micro ohms for inter-rack connections,
≤350 micro ohms for inter-tier connections,
≤70 micro ohms for field cable terminal connections,and
≤2500 micro ohms for the total battery connection resistance which includes all inter-cell connections (including bus bars), all inter-rack connections (including cable resistance) all inter-tier connections (including cable resistance) and all field terminal connections at the battery.

e. At least once per 18 months by verifying that the battery charger will supply at least 170 amperes at 125 volts for at least 4 hours.

f. At least once per 18 months, during shutdown, by verifying that the battery capacity is adequate to supply and maintain in OPERABLE status all of the actual or simulated emergency loads for the design duty cycle when the battery is subjected to a battery service test. *

g. At least once per 60 months, during shutdown, by verifying that the battery capacity is at least 80% of the manufacturer's rating when subjected to a performance discharge test. Satisfactory completion of this performance discharge test shall also satisfy the requirements of Specification 4.8.2.3.2.f if the performance discharge test is conducted during a shutdown where that test and the battery service test would both be required.

h. At least once per 12 months, during shutdown, if the battery shows signs of degradation OR has reached 85% of the service life with a capacity less than 100% of manufacturers rating, by verifying that the battery capacity is at least 80% of the manufacturer's rating when subjected to a performance discharge test. Degradation is indicated when the battery capacity drops more than 10% of rated capacity from its capacity on the previous performance test, or is below 90% of the manufacturer's rating.

i. At least once per 24 months, during shutdown, if the battery has reached 85% of the service life with capacity greater than or equal to 100% of manufacturers rating, by verifying that the battery capacity is at least 80% of the manufacturer's rating when subjected to a performance discharge test.

* A one time exemption to this surveillance requirement is granted during fuel cycle ten allowing Unit 2 operation to continue to the tenth refueling outage (2R10). The surveillance is to be completed at the appropriate time during the 2R10 outage, prior to the unit returning to Mode 4 upon outage completion.

SURVEILLANCE REQUIREMENTS (Continued)

2. The pilot cell specific gravity, corrected to 77°F, and full electrolyte level, is greater than or equal to 1.200.

3. The pilot cell voltage is greater than or equal to 2.08 volts.

4. The overall battery voltage is greater than or equal to 27 volts.

b. At least once per 92 days by verifying that:

1. The voltage of each connected cell is greater than or equal to 2.13 volts under float charge and has not decreased more than 0.27 volts from the value observed during the original acceptance test.

2. The specific gravity, corrected to 77°F and full electrolyte level, of each connected cell is greater than or equal to 1.200 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 abnormal deterioration.

2. The cell-to-cell and terminal connections are clean, tight, and coated with anti-corrosion material. *

3. The battery charger will supply at least 150 amperes at 28 volts for at least 4 hours.

d. At least once per 18 months, during shutdown, by verifying that the battery capacity is adequate to supply and maintain in OPERABLE status all of the actual or simulated emergency loads for the design duty cycle when the battery is subjected to a battery service test. *

e. At least once per 60 months, during shutdown, by verifying that the battery capacity is at least 80% of the manufacturer's rating when subjected to a performance discharge test. Satisfactory completion of this performance discharge test shall also satisfy the requirements of Specification 4.8.2.5.2.d if the performance discharge test is conducted during a shutdown where that test and the battery service test would both be required.

* A one time exemption to this surveillance requirement is granted during fuel cycle ten allowing Unit 2 operation to continue to the tenth refueling outage (2R10). The surveillance is to be completed at the appropriate time during the 2R10 outage, prior to the unit returning to Mode 4 upon outage completion.

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

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION

RELATED TO AMENDMENT NO. 198 TO FACILITY OPERATING LICENSE NO. DPR-75

PUBLIC SERVICE ELECTRIC & GAS COMPANY

PHILADELPHIA ELECTRIC COMPANY

DELMARVA POWER AND LIGHT COMPANY

ATLANTIC CITY ELECTRIC COMPANY

SALEM NUCLEAR GENERATING STATION, UNIT NO. 2

DOCKET NO. 50-311

1.0 INTRODUCTION

By letter dated October 12, 1998, the Public Service Electric & Gas Company (the licensee) submitted a request for changes to the Salem Nuclear Generating Station, Unit No. 2, Technical Specifications (TSs). The requested changes would allow a one-time extension of the TS surveillance interval to the end of fuel Cycle 10 for certain TS surveillance requirements (SRs). Specifically, SR 4.3.2.1.3 requires the instrumentation response time testing of each engineered safety features actuation system (ESFAS) function at least once per 18 months, and SRs 4.8.2.3.2.f and 4.8.2.5.2.d require that the 125-volt DC and the 28-volt DC distribution system batteries, respectively, be capacity service tested at least once per 18 months, during shutdown. Additionally, SR 4.8.2.5.2.c.2 requires that the 125-volt DC battery connections be verified clean, tight, and coated with anti-corrosion material at least once per 18 months. Because of the length of the last outage and delays in restart, the SRs will become overdue prior to reaching the next refueling outage (2R10) that is scheduled to start about April 3, 1999. The SRs are to be completed during the 2R10 outage, prior to returning the unit to Mode 4 (hot shutdown) upon outage completion.

2.0 EVALUATION

On May 16, 1995, the licensee voluntarily shut down Salem Unit 1 to resolve concerns with the switchgear room supply fans and initiated a high-level review of the problems which led to the Unit 1 shutdown. Because of this issue and the problems resulting from the Salem Unit 2 reactor trip on June 7, 1995, that highlighted some long-standing equipment performance issues along with deficiencies in the licensee's performance relative to timely recognition and resolution of specific safety and technical concerns, a Confirmatory Action Letter (CAL) was issued on June 9, 1995, to confirm the licensee's commitment to maintain both Salem units in a shutdown condition pending completion of a number of actions. The resolution of these actions and other emergent issues were covered under the Salem Restart Plan. On August 6, 1997, the U.S. Nuclear Regulatory Commission (NRC) staff modified its CAL to allow the licensee to restart Salem Unit 2, and on August 17, 1997, the unit was made critical.

Although the required surveillance tests were performed during the extended shutdown, the licensee indicated that the length of the outage and delays in restarting the unit will cause some of the surveillances to become due prior to reaching the next refueling outage that is currently scheduled to begin on April 3, 1999. Since the unit was restarted in August 1997, the licensee has removed Unit 2 from service on three separate occasions, twice to replace leaking pressurizer safety valves and once to perform maintenance on service water strainers. Although the majority of the surveillances that would have become due were completed during these forced outages, the licensee stated that several SRs were not performed because their completion would have impacted the return of the units to service and there was reasonable justification for their deferral.

In its October 12, 1998, letter the licensee has requested a one-time extension of the surveillance interval for TSs 4.3.2.1.3, 4.8.2.3.2.f, 4.8.2.5.2.c.2, and 4.8.2.5.2.d during fuel Cycle 10 to allow Salem Unit 2 to operate to the tenth refueling outage (2R10). The licensee stated that these SRs would be completed during the 2R10 outage, prior to returning the unit to Mode 4 upon outage completion.

Engineered Safety Features (ESF) Actuation System (ESFAS) Response Time Testing

The ESFAS instrumentation is comprised of redundant sensors and logic and coincidence networks that actuate associated ESF equipment, motor starters, and valve operators. The ESF systems are tested periodically to provide assurance that the systems will function as designed and will be available in the event of an accident and/or loss of offsite power.

The safeguards equipment control (SEC) system is included in the logic networks. The SEC system includes a control electronic unit (ceu) that responds to a safety injection, blackout and voltage degradation or a combination of these signals. The SEC system accepts and combines accident and undervoltage input signals to select the proper mode of operation of the ESFAS. On the basis of the inputs, the SEC system provides the appropriate outputs for equipment loading.

In its October 12, 1998, letter the licensee has proposed to extend on a one-time basis the relay response time and sequence testing of the SEC system. The licensee has proposed extending the interval for completion of the 18-month surveillance requirement per TS 4.3.2.1.3 until the 2R10 refueling outage. Although TS 4.0.3 allows a 25 percent interval extension for scheduling, the licensee stated that service tests will become overdue for (a) the 2A SEC on March 21, 1999, (b) the 2B SEC on April 6, 1999, and (c) the 2C SEC on March 20, 1999. The licensee has stated that the response time testing of other portions of the ESFAS will not be overdue until after the start of 2R10.

The SEC system has the following test capability during power operation:

1. Check the operational capability of each bus undervoltage sensor and its input to the logic.
2. Check the operational capability of the Loss-of-Coolant Accident (LOCA) signal from the solid state protection system.

3. Check that the logic combinations of input signals result in proper operation of the various functions without actuation of any motors, and a verification of the timed loading sequence.
4. Check the output relay capability to actuate the driven equipment.

The SEC system has a self-test process which continually tests each sequencing circuit and the continuity of the output relay coils. If a problem is detected, the self-test will energize the local and control room alarms. The self-test feature alerts the operators to failures that could affect the operability of the SEC.

Response time testing of the ESFAS is required every 18 months in accordance with TS 4.3.2.1.3. The evaluation of the overall response time of each actuation function train is conducted per the Salem Procedure S2.IC - TR.ZZ - 0002(Q), Revision 12, "Unit 2 Master Time Response." The response time testing of the specific portions of the ESFAS function train are performed under various implementing procedures. The test results are evaluated under these implementing procedures and then transcribed into the Master Time Response procedure to verify that the overall time response for the functional train from sensor to actuated device is within the acceptance criterion. In this regard, the response time for the SEC is tested under Maintenance Procedure S2.MD - ST.SEC-0001, "SEC - 18 Month Relay Time Response and Sequence Test."

In addition to the internal self-test feature for the SEC, the licensee has stated that a functional test is performed monthly on each SEC as added assurance of operability. During these tests, dummy test signals are injected and the timing and operability of all relays internal to the SEC are monitored.

The NRC staff found that the previous response time testing of the SECs has met the applicable acceptance criteria. Additionally, the other portions of each ESFAS function train have likewise met the acceptance criteria. Because of the continuous self-test feature for the SEC, the successful completion of the response time testing of the other portions of the ESFAS, and the prior test history of the SEC, the NRC staff finds that the proposed extension of TS 4.3.2.1.3 to the 2R10 refueling outage is acceptable. Further, the completion of this test during an appropriate outage period would prevent the possibility of causing an inadvertent actuation should the test be attempted during power operation.

125-Volt DC Distribution System Batteries

The 125-volt DC (VDC) distribution system includes three 125-volt batteries that are individually connected to the three 125-VDC buses. The 125-VDC buses supply power for operation of 13 KV, 4160 volt, and 460-volt switchgear, annunciators, station essential control inverters, emergency lighting, communications, turbine generator emergency auxiliaries, and the vital instrument bus inverters. During normal operation, these loads are fed by battery chargers powered from the 230-VDC subsystem with the 125-VDC batteries on a float charge. The 125-VDC batteries provide power to the loads if power from the chargers is lost. If a loss of offsite power (LOOP) occurs, the battery chargers are energized from the emergency diesel generators (EDGs).

With regard to the batteries, the TSs detail a series of measurements, inspections, and tests that verify the operability of the batteries. The 18-month battery service test is conducted during shutdown to verify its capability to supply and maintain emergency loads operable for the design duty cycle. This is a test of the as-found battery's ability to satisfy the duty cycle. Since the service test is conducted on a regular basis, it also reflects the maintenance practices that the battery has received. The licensee stated that in order to conduct the 18-month surveillance test, the entire 125-VDC train will be tagged out resulting in the associated EDG being unable to start in the event of a LOOP event.

The licensee has proposed extending the interval for completion of the 18-month service tests for 125-volt batteries until the 2R10 refueling outage. Although TS 4.0.3 allows a 25 percent interval extension for scheduling, the licensee stated that service tests will become overdue for (a) the 2A battery on February 10, 1999, (b) the 2B battery on April 7, 1999, and (c) the 2C battery on February 27, 1999.

The licensee has stated that the service test for each battery was conducted twice during the extended shutdown and that the results from these tests indicate that the batteries were capable of meeting the design requirements of the systems to which they are connected. In addition, a review of the actual test results showed that the batteries showed no signs of degradation nor had trends indicated that the batteries would not remain above the required limit until the next test is performed. The IEEE Standard 450, "IEEE Recommended Practice for Maintenance, Testing, and Replacement of Vented Lead-Acid Batteries for Stationary Application," defines degradation as being indicated when the battery capacity drops more than 10 percent from its capacity on the previous performance test or is below 90 percent of the manufacturer's rating.

The Salem Unit 2 125-VDC batteries were placed in service in September 1987, January 1988, and February 1985, for batteries 2A, 2B, and 2C, respectively. The capacity factors found during initial testing were between 108 and 115 percent of the manufacturer's specified rating. The NRC staff reviewed the results of the last service tests conducted during the extended outage and found that (a) the results of the service test on each battery were acceptable and (b) the minimum observed battery terminal voltages at each point in the load profile when compared to the initial performance test indicated that the batteries were above the manufacturer's rating.

Since the battery shows no signs of degradation and the trend information shows that the battery should deliver a capacity above that necessary for its duty cycle, the licensee's weekly and quarterly testing and performance monitoring will provide assurance that the battery condition and performance will not deteriorate during the deferral period. Industry experience for similar batteries on 24-month cycles also supports this determination. Therefore, the NRC staff finds the proposed one-time extension of the 18-month service test surveillance interval to be acceptable.

28-Volt DC Distribution System Batteries

The 28-VDC distribution system supplies power to the auxiliary control system relay cabinets for manual control of ESF equipment and non safety related equipment and to the status recorder panel RP4 in the main control room. During normal operation, DC power is supplied by the battery chargers with the batteries floating on the system. If power from the chargers is interrupted, power to the loads is drawn from the batteries. If a LOOP event occurs, the battery chargers are energized from the EDGs.

As with the 125-VDC batteries, the licensee has stated that the service test for each battery was conducted twice during the extended shutdown and that the results from these tests were satisfactory. Including the 25 percent allowance for scheduling, the 28-VDC battery tests would become overdue on February 21, and March 3, 1999, for the 2A and 2B batteries, respectively. In addition, a review of the actual test results showed that the batteries exhibited no signs of degradation and had trends indicating that the batteries would remain above the required limit until the next test is performed.

The Salem Unit 2 28-VDC batteries were placed in service in October 1988. The capacity factor for each battery as found during initial performance testing was 112 percent of the manufacturer's specified rating. The NRC staff reviewed the results of the last service tests conducted during the extended outage and found that (a) the results of the service test on each battery was acceptable and (b) the minimum observed battery terminal voltages at each point in the load profile when compared to the initial performance test indicated that the batteries were above the manufacturer's rating.

Since the battery shows no signs of degradation and the trend information shows that the battery should deliver a capacity above that necessary for its duty cycle, the licensee's weekly and quarterly testing and performance monitoring will provide assurance that the battery condition and performance will not deteriorate during the deferral period. Industry experience for similar batteries on 24-month cycles also supports this determination. Therefore, the NRC staff finds the proposed one-time extension of the 18-month service test surveillance interval to be acceptable.

The licensee has also proposed to similarly extend the surveillance period for TS 4.8.2.5.2.c.2 which requires the verification that the cell-to-cell and terminal connections on the 28-VDC batteries are clean, tight, and coated with anti-corrosion material. The NRC staff finds that the quarterly inspection of these batteries per Salem Maintenance Procedure SC.MD-ST.28D-003Q, Revision 9, dated November 14, 1997, verifies the condition of the terminals and the anti-corrosive coatings. If major corrosion and lack of anti-corrosion coating are found, the terminal posts are required to be cleaned and regreased. Also, other attributes are observed to verify the physical condition of the batteries. Therefore, the NRC staff finds that the one-time extension of the 18-month surveillance requirement is acceptable.

Summary

The NRC staff finds that the proposed one-time extension of the surveillance interval in SRs 4.3.2.1.3, 4.8.2.3.2.f, 4.8.2.5.2.d, and 4.8.2.5.2.c.2 until completed during the 2R10 refueling outage is 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 amendment. The State official had no comments.

4.0 ENVIRONMENTAL CONSIDERATION

The amendment changes the surveillance requirements. The NRC staff has determined that the amendment involves 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 amendment involves no significant hazards consideration, and there has been no public comment on such finding (63 FR 59594). Accordingly, the amendment meets 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 amendment.

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 amendment will not be inimical to the common defense and security or to the health and safety of the public.

Principal Contributor: P. Milano

Date: February 1, 1999