May 26, 1987

Docket No.: 50-414

Mr. H. B. Tucker, Vice President
Nuclear Production Department
Duke Power Company
422 South Church Street
Charlotte, North Carolina 28242

Dear Mr. Tucker:

Subject: Issuance of Amendment No. 18 to Facility Operating License NPF-52
Catawba Nuclear Station, Unit 2 (TACs 61677, 61997, 62051, 62111 and 62192)

The Nuclear Regulatory Commission has issued the enclosed Amendment No. 18 to Facility Operating License NPF-52 for the Catawba Nuclear Station, Unit 2. This amendment is in response to your letter dated August 6, 1986, and supplemented March 5, 1987. The change requested in the August 6, 1986, letter for Catawba Unit 1 was approved by license amendment No. 16, to Facility Operating License NPF-35, issued on October 21, 1986.

The amendment changes License Condition 2.C.(11) and Attachment 1 to NPF-52 to make them identical to Unit 1 License Condition 2.C.(20) and Attachment 1 to NPF-35 except for the inspection of main bearing No. 7 of diesel generator 2B which is related to Unit 2 only. The amendment is effective as of its date of issuance.

A copy of the related safety evaluation supporting Amendment No. 18 to Facility Operating License NPF-52 is enclosed.

Notice of issuance will be included in the Commission's next bi-weekly Federal Register notice.

Sincerely,

/S/

Kahtan Jabbour, Project Manager
Project Directorate II-3
Division of Reactor Projects I/II

Enclosures:
1. Amendment No. 18 to NPF-52
2. Safety Evaluation

cc w/encl:
See next page

DISTRIBUTION:
See attached page

* SEE PREVIOUS CONCURRENCES

PWR#4/DPWR-A	PWR#4/DPWR-A	PWR#4/DPWR-A
*MDuncan/rad	*KJabbour	BJYoungblood
04/10/87	04/10/87	05/21/87

KNJ 5/22/87

Mr. H. B. Tucker
Duke Power Company

Catawba Nuclear Station

cc:
A.V. Carr, Esq.
Duke Power Company
422 South Church Street
Charlotte, North Carolina 28242

J. Michael McGarry, III, Esq.
Bishop, Liberman, Cook, Purcell
and Reynolds
1200 Seventeenth Street, N.W.
Washington, D. C. 20036

North Carolina MPA-1
Suite 600
3100 Smoketree Ct.
P.O. Box 29513
Raleigh, North Carolina 27626-0513

L.L. Williams
Area Manager, Mid-South Area
ESSD Projects
Westinghouse Electric Corp.
MNC West Tower - Bay 239
P.O. Box 355
Pittsburgh, Pennsylvania 15230

County Manager of York County
York County Courthouse
York South Carolina 29745

Richard P. Wilson, Esq.
Assistant Attorney General
S.C. Attorney General's Office
P.O. Box 11549
Columbia, South Carolina 29211

Piedmont Municipal Power Agency
100 Memorial Drive
Greer, South Carolina 29651

Mr. Michael Hirsch
Federal Emergency Management Agency
Office of the General Counsel
Room 840
500 C Street, S.W.
Washington, D. C. 20472

Brian P. Cassidy, Regional Counsel
Federal Emergency Management Agency,
Region I
J. W. McCormach POCH
Boston, Massachusetts 02109

North Carolina Electric Membership
Corp.
3400 Sumner Boulevard
P.O. Box 27306
Raleigh, North Carolina 27611

Saluda River Electric Cooperative,
Inc.
P.O. Box 929
Laurens, South Carolina 29360

Senior Resident Inspector
Route 2, Box 179N
York, South Carolina 29745

Regional Administrator, Region II
U.S. Nuclear Regulatory Commission,
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30323

Mr. Heyward G. Shealy, Chief
Bureau of Radiological Health
South Carolina Department of Health
and Environmental Control
2600 Bull Street
Columbia, South Carolina 29201

Karen E. Long
Assistant Attorney General
N.C. Department of Justice
P.O. Box 629
Raleigh, North Carolina 27602

Spence Perry, Esquire
General Counsel
Federal Emergency Management Agency
Room 840
500 C Street
Washington, D. C. 20472

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

DUKE POWER COMPANY

NORTH CAROLINA MUNICIPAL POWER AGENCY NO. 1

PIEDMONT MUNICIPAL POWER AGENCY

DOCKET NO. 50-414

CATAWBA NUCLEAR STATION, UNIT 2

AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 18
License No. NPF-52

1. The Nuclear Regulatory Commission (the Commission) has found that:

   A. The application for amendment to the Catawba Nuclear Station, Unit 2 (the facility) Facility Operating License No. NPF-52 filed by the Duke Power Company acting for itself, North Carolina Municipal Power Agency No. 1 and Piedmont Municipal Power Agency, (licensees) dated August 6, 1986, and supplemented March 5, 1987, complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act) and the Commission's rules and regulations as set forth in 10 CFR Chapter I;

   B. The facility will operate in conformity with the application, as amended, 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 license amendment will not be inimical to the common defense and security or to the health and safety of the public;

   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. According, Facility Operating License No. NPF-52 is hereby changed as follows:

A. Change paragraph 2.C.(11) to read as follows:

Transamerica Delaval, Inc. (TDI) Diesel Generators (Section 8.3.1 SSER#5, SSER#6, NUREG-1216)

Duke Power Company shall implement the TDI diesel requirements as specified in Attachment 1 into its maintenance and surveillance program. Attachment 1 is hereby incorporated into this license.

B. Change Attachment 1 to NPF-52 to read as follows:

Duke Power Company shall comply with the following requirements related to the TDI diesel engines for Catawba Unit 2.

1. Changes to the maintenance/surveillance program for the TDI diesel engines, as identified in the licensee's submittals of August 1 and September 11, 1986, shall be subject to the provisions of 10 CFR 50.59. The frequency of the major engine overhauls referred to in the license conditions below shall be consistent with Section IV.1. "Overhaul Frequency," in Revision 2 of Appendix II of the Design Review/Quality Revalidation Report which was transmitted by letter dated May 1, 1986, from J.B. George, Owners Group, to H.R. Denton, NRC.

2. Connecting rod assemblies shall be subjected to the following inspections at each major engine overhaul:

   (a) The surfaces of the rack teeth should be inspected for signs of fretting. If fretting has occurred, it should be subject to an engineering evaluation for appropriate corrective action.

   (b) All connecting rod bolts should be lubricated in accordance with the engine manufacturer's instructions and torqued to the specifications of the manufacturer. The lengths of the two pairs of bolts above the crankpin should be measured ultrasonically before and after tensioning.

   (c) The lengths of the two pairs of bolts above the crankpin should be remeasured ultrasonically before detensioning and disassembly of the bolts. If bolt tension is less than 93% of the value at installation, the cause should be determined, appropriate corrective action should be taken, and the interval between checks of bolt tension should be reevaluated.

   (d) All connecting rod bolts should be visually inspected for thread damage (e.g., galling), and the two pairs of connecting rod bolts above the crankpin should be inspected

by magnetic particle testing to verify the continued absence of cracking. All washers used with the bolts should be examined visually for signs of galling or cracking, and replaced if damaged.

(e) A visual inspection should be performed of all external surfaces of the link rod box to verify the absence of any signs of service-induced stress.

(f) All of the bolt holes in the link rod box should be inspected for thread damage (e.g., galling) or other signs of abnormalities. In addition, the bolt holes subject to the highest stresses (e.g., the pair immediately above the crankpin) should be examined with an appropriate non-destructive method to verify the continued absence of cracking. Any indications should be recorded for engineering evaluation and appropriate corrective action.

3. (a) Cylinder blocks shall be inspected for "ligament" cracks, "stud-to-stud" cracks and "stud-to-end" cracks as defined in a report by Failure Analysis Associates, Inc. (FaAA) entitled "Design Review of TDI R-4 and RV-4 Series Emergency Diesel Generator Cylinder Blocks" (FaAA report no. FaAA-84-9-11.1) and dated December 1984. (Note that the FaAA report specifies additional inspections to be performed for blocks with "known" or "assumed" ligament cracks.) The inspection intervals (i.e., frequency) shall not exceed the intervals calculated using the cumulative damage index model in the subject FaAA report. In addition, inspection methods shall be consistent with or equivalent to those identified in the subject FaAA report.

(b) In addition to inspections specified in the aforementioned FaAA report, blocks with "known" or "assumed" ligament cracks (as defined in the FaAA report) should be inspected at each refueling outage to determine whether or not cracks have initiated on the top surface, which was exposed because of the removal of two or more cylinder heads. This process should be repeated over several refueling outages until the entire block has been inspected. Liquid penetrant testing or a similarly sensitive non-destructive testing technique should be used to detect cracking, and eddy current testing should be used as appropriate to determine the depth of any cracks discovered.

(c) If inspection reveals cracks in the cylinder blocks between stud holes of adjacent cylinders ("stud-to-stud" cracks) or "stud-to-end" cracks, this condition shall be reported promptly to the NRC staff and the affected engine shall be considered inoperable. The engine shall not be restored to "operable status" until the proposed disposition and/or corrective actions have been approved by the NRC staff.

4. The following air-roll test shall be performed as specified below, except when the plant is already in an Action Statement of Technical Specification 3/4.8.1, "Electric Power Systems, A.C. Sources":

   The engines shall be rolled over with the airstart system and with the cylinder stopcocks open before each planned start, unless that start occurs within 4 hours of a shutdown. The engines shall also be rolled over with the airstart system and with the cylinder stopcocks open after 4 hours, but no more than 8 hours, after engine shutdown and then rolled over once again approximately 24 hours after each shutdown. (If an engine is removed from service for any reason other than the rolling-over procedure before expiration of the 8-hour or 24-hour periods noted above, that engine need not be rolled over while it is out of service. The licensee shall air-roll the engine over with the stopcocks open at the time it is returned to service.) The origin of any water detected in the cylinder must be determined, and any cylinder head that leaks because of a crack shall be replaced. The above air-roll test may be discontinued following the first refueling outage subject to the following conditions:

   (a) All cylinder heads are Group III heads (i.e., cast after September 1980).

   (b) Quality revalidation inspections, as identified in the Design Review/Quality Revalidation report, have been completed for all cylinder heads.

   (c) Group III heads continue to demonstrate leak-free performance. This should be confirmed with TDI before air-roll tests are discontinued.

5. Periodic inspections of the turbochargers shall include the following:

   (a) The turbocharger thrust bearings should be visually inspected for excessive wear after 40 nonprelubed starts since the previous visual inspection.

   (b) Turbocharger rotor axial clearance should be measured at each refueling outage to verify compliance with TDI/Elliott specifications. In addition, thrust bearing measurements should be compared with measurements taken previously to determine a need for further inspection or corrective action.

   (c) Spectrographic and ferrographic engine oil analysis shall be performed quarterly to provide early evidence of bearing degradation. Particular attention should be paid to copper level and particulate size, which could signify thrust bearing degradation.

(d) The nozzle ring components and inlet guide vanes should be visually inspected at each refueling outage for missing parts or parts showing distress on a one-turbocharger-per refueling-outage basis. In addition, these inspections should be performed for all turbochargers at each turbocharger overhaul (i.e., at approximately 5-year intervals). If any missing parts or distress is noted, the entire ring assembly should be replaced and the subject turbocharger should be reinspected at the next refueling outage.

6. Main bearing No. 7 of emergency diesel generator 2B shall be dissaembled and inspected at each refueling outage, both visually and with liquid penetrant, to verify that the bearings are free of distress. Subsequent to reassembly, run-in testing shall be performed in accorandance with manufacturer's recommendations.

FOR THE NUCLEAR REGULATORY COMMISSION

/s/

B. J. Youngblood, Director
Project Directorate II-3
Division of Reactor Projects-I/II

Date of Issuance: May 26, 1987

* SEE PREVIOUS CONCURRENCES

KNJ 5/22/87

PWR#4/DPWR-A	PWR#4/DPWR-A	PSB/DPWR-A	RSB/DPWR-A
*MDuncan/rad	*KJabbour	*RGiardina	*CBerlinger
04/10/87	04/20/87	04/22/87	04/22/87
		*JCraig	
		4/27/87	
OGC-Bethesda	PWR#4/DPWR-A		
*CWoodhead	BJYoungblood		
04/29/87	05/22/87		

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

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION

RELATED TO AMENDMENT NO. 18 TO FACILITY OPERATING LICENSE NPF-52

CATAWBA NUCLEAR STATION, UNIT 2

DUKE POWER COMPANY, ET AL.

I. INTRODUCTION

By letter dated August 6, 1986, Duke Power Company, et al., (the licensee) proposed that License Condition 2.C.(20) of Catawba Unit 1 Facility Operating License NPF-35, Attachment 1 to NPF-35, License Condition 2.C.(11) of Catawba Unit 2 Facility Operating License NPF-52, and Attachment 1 to NPF-52 be amended to incorporate the recommendations and conclusions contained in the NRC Staff's Safety Evaluation Report (SER) on Operability/Reliability of Emergency Diesel Generators Manufactured by Transamerica Delaval, Inc., transmitted to the licensee by letter dated July 2, 1986. In August 1986, the essential portions of that SER were published as NUREG-1216. Thus, NUREG-1216 documents the staff's evaluation of the TDI Diesel Generator Owners Group Program.

NUREG-1216 states that:

> "The staff concludes that implementation of the Owners Group recommendations plus additional actions as identified herein will establish the adequacy of the TDI diesel generators for nuclear standby service as required by General Design Criterion 17 of Appendix A to 10 CFR 50. The staff further concludes that these actions will ensure that the design and manufacturing quality of the TDI engines is within the range normally assumed for diesel engines designed and manufactured in accordance with 10 CFR 50, Appendix B. Continued reliability and operability of the TDI engines for the life of the facilities will be ensured by implementation of the maintenance/surveillance program described herein."

Furthermore, the licensee proposed identical license conditions and corresponding attachments (except for two items related to Unit 2: (a) main bearing No. 7 in diesel generator 2B, and (b) NRC staff approval for the diesel generators' operation beyond the first refueling outage) for both Units because the Units are essentially identical. In a supplemental submittal dated March 5, 1987, the licensee requested that the item related to NRC staff approval for operation of the diesel generators beyond the first refueling outage be deleted. The licensee stated that its submittal dated August 1, 1986, addressed implementation of the Owners Group recommendations for both Units, and the NRC staff found it acceptable for Unit 1 as discussed in Amendment No. 16 to NPF-35 issued on October 21, 1986. The licensee considers the same recommendations applicable to Unit 2 and the staff finds this acceptable.

This amendment to NPF-52 approves for Catawba Unit 2 the main changes requested by the licensee in its letters of August 6, 1986, and March 5, 1987. Because the March 5, 1987, submittal clarified certain aspects of the request, the substance of the changes noticed in the Federal Register and the proposed no significant hazards determination were not affected.

II. EVALUATION

1. License Condition for Catawba Unit 2

The amendment to the License Condition in NPF-52 would be accomplished by making it identical to License Condition 2.C.(20) of Catawba Unit 1 Facility Operating License NPF-35 issued on October 21, 1986, (License Amendment No. 16), because the same issue is applicable to both Units. Thus, the proposed License Condition 2.C.(11) to be incorporated in NPF-52 would then read:

> "Duke Power Company shall implement the TDI diesel requirements as specified in Attachment 1 into its maintenance and surveillance program. Attachment 1 is hereby incorporated into this license."

The amendment to NPF-52 Attachment 1 would be accomplished by using the same attachment issued for Unit 1 on October 21, 1986. The only difference is the addition of an item related to the inspection of main bearing No. 7 of diesel generator 2B which is related to Unit 2 only. Attachment 1 would then read:

> "Duke Power Company shall comply with the following requirements related to the TDI diesel engines for Catawba Unit 2.
>
> 1. Changes to the maintenance/surveillance program for the TDI diesel engines, as identified in the licensee's submittals of August 1 and September 11, 1986, shall be subject to the provisions of 10 CFR 50.59. The frequency of the major engine overhauls referred to in the license conditions below shall be consistent with Section IV.1. "Overhaul Frequency," in Revision 2 of Appendix II of the Design Review/Quality Revalidation Report which was transmitted by letter dated May 1, 1986, from J.B. George, Owners Group, to H.R. Denton, NRC.
>
> 2. Connecting rod assemblies shall be subjected to the following inspections at each major engine overhaul:
>
> (a) The surfaces of the rack teeth should be inspected for signs of fretting. If fretting has occurred, it should be subject to an engineering evaluation for appropriate corrective action.
>
> (b) All connecting rod bolts should be lubricated in accordance with the engine manufacturer's instructions and torqued to the specifications of the manufacturer. The lengths of the two pairs of bolts above the crankpin should be measured ultrasonically before and after tensioning.

(c) The lengths of the two pairs of bolts above the crankpin should be remeasured ultrasonically before detensioning and disassembly of the bolts. If bolt tension is less than 93% of the value at installation, the cause should be determined, appropriate corrective action should be taken, and the interval between checks of bolt tension should be reevaluated.

(d) All connecting rod bolts should be visually inspected for thread damage (e.g., galling), and the two pairs of connecting rod bolts above the crankpin should be inspected by magnetic particle testing to verify the continued absence of cracking. All washers used with the bolts should be examined visually for signs of galling or cracking, and replaced if damaged.

(e) A visual inspection should be performed of all external surfaces of the link rod box to verify the absence of any signs of service-induced stress.

(f) All of the bolt holes in the link rod box should be inspected for thread damage (e.g., galling) or other signs of abnormalities. In addition, the bolt holes subject to the highest stresses (e.g., the pair immediately above the crankpin) should be examined with an appropriate non-destructive method to verify the continued absence of cracking. Any indications should be recorded for engineering evaluation and appropriate corrective action.

3. (a) Cylinder blocks shall be inspected for "ligament" cracks, "stud-to-stud" cracks and "stud-to-end" cracks as defined in a report by Failure Analysis Associates, Inc. (FaAA) entitled "Design Review of TDI R-4 and RV-4 Series Emergency Diesel Generator Cylinder Blocks" (FaAA report no. FaAA-84-9-11.1) and dated December 1984. (Note that the FaAA report specifies additional inspections to be performed for blocks with"known" or "assumed" ligament cracks.) The inspection intervals (i.e., frequency) shall not exceed the intervals calculated using the cumulative damage index model in the subject FaAA report. In addition, inspection methods shall be consistent with or equivalent to those identified in the subject FaAA report.

(b) In addition to inspections specified in the aforementioned FaAA report, blocks with "known" or "assumed" ligament cracks (as defined in the FaAA report) should be inspected at each refueling outage to determine whether or not cracks have initiated on the top surface, which was exposed because of the removal of two or more cylinder heads. This process should be repeated over several refueling outages until the entire block has been inspected. Liquid penetrant testing or a similarly sensitive nondestructive testing technique

should be used to detect cracking, and eddy current testing should be used as appropriate to determine the depth of any cracks discovered.

(c) If inspection reveals cracks in the cylinder blocks between stud holes of adjacent cylinders ("stud-to-stud" cracks) or "stud-to-end" cracks, this condition shall be reported promptly to the NRC staff and the affected engine shall be considered inoperable. The engine shall not be restored to "operable status" until the proposed disposition and/or corrective actions have been approved by the NRC staff.

4. The following air-roll test shall be performed as specified below, except when the plant is already in an Action Statement of Technical Specification 3/4.8.1, "Electric Power Systems, A.C. Sources":

The engines shall be rolled over with the airstart system and with the cylinder stopcocks open before each planned start, unless that start occurs within 4 hours of a shutdown. The engines shall also be rolled over with the airstart system and with the cylinder stopcocks open after 4 hours, but no more than 8 hours, after engine shutdown and then rolled over once again approximately 24 hours after each shutdown. (If an engine is removed from service for any reason other than the rolling-over procedure before expiration of the 8-hour or 24-hour periods noted above, that engine need not be rolled over while it is out of service. The licensee shall air-roll the engine over with the stopcocks open at the time it is returned to service.) The origin of any water detected in the cylinder must be determined, and any cylinder head that leaks because of a crack shall be replaced. The above air-roll test may be discontinued following the first refueling outage subject to the following conditions:

(a) All cylinder heads are Group III heads (i.e., cast after September 1980).

(b) Quality revalidation inspections, as identified in the Design Review/Quality Revalidation report, have been completed for all cylinder heads.

(c) Group III heads continue to demonstrate leak-free performance. This should be confirmed with TDI before air-roll tests are discontinued.

5. Periodic inspections of the turbochargers shall include the following:

(a) The turbocharger thrust bearings should be visually inspected for excessive wear after 40 nonprelubed starts since the previous visual inspection.

(b) Turbocharger rotor axial clearance should be measured at each refueling outage to verify compliance with TDI/Elliott specifications. In addition, thrust bearing measurements should be compared with measurements taken previously to determine a need for further inspection or corrective action.

(c) Spectrographic and ferrographic engine oil analysis shall be performed quarterly to provide early evidence of bearing degradation. Particular attention should be paid to copper level and particulate size, which could signify thrust bearing degradation.

(d) The nozzle ring components and inlet guide vanes should be visually inspected at each refueling outage for missing parts or parts showing distress on a one-turbocharger-per-refueling-outage basis. In addition, these inspections should be performed for all turbochargers at each turbocharger overhaul (i.e., at approximately 5-year intervals). If any missing parts or distress is noted, the entire ring assembly should be replaced and the subject turbocharger should be reinspected at the next refueling outage.

6. Main bearing No. 7 of emergency diesel generator 2B shall be dissassembled and inspected at each refueling outage, both visually and with liquid penetrant, to verify that the bearings are free of distress. Subsequent to reassembly, run-in testing shall be performed in accordance with manufacturer's recommendations.

2. Justification for the Proposed Changes

As discussed in NUREG-1216, the staff has concluded that resolution of the TDI diesel generator issue involves implementation of an acceptable Phase I program as identified in Section 2.1 of NUREG-1216, an acceptable Phase II program as identified in Sectin 2.2 of NUREG-1216, and implementation of an acceptable maintenance and surveillance pgoram as identified in Section 2.3 of NUREG-1216. The licensee's implementation of each of these phases is discussed below.

(a) Resolution of Phase I

Phase I relates to the resolution of known generic areas intended by the Owners Group to serve as a basis for the licensing plants during the period before completion of Phase II of the Owners Group program. By letters dated August 1, and September 11, 1986, the licensee responded, among other things, to the items in Section 2.1 of NUREG-1216. The licensee's submittals documented past actions and provided the necessary commitments for all items required by Section 2.1 of NUREG-1216. The staff has reviewed these submittals and finds that the licensee has met Section 2.1 of NUREG-1216 requirements for an acceptable Phase I program.

(b) Resolution of Phase II

Phase II relates to design review/quality revalidation of a large set of important engine components to ensure that their design and manufacture, including specifications, quality control and quality assurance, and operational surveillance and maintenance, are adequate. By letter dated November 4, 1985, the licensee documented the Design Review and Quality Revalidation (DR/QR) Review for Catawba Unit 1. The licensee considers the design review conducted on Unit 1 diesels to be applicable to Unit 2 diesels. The licensee transmitted the results of Quality Revalidation (QR) Inspections to the NRC staff by letters dated October 2, 1985 (diesel 2A), December 23, 1985 (diesel 2B), and May 28, 1986 (diesel 2A). As documented in these reports and the August 1, 1986,submittal, the licensee has completed Phase II of the Owners Group recommendations for Unit 2. By letter dated May 19, 1986, the licensee informed the staff of its actions related to three design modifications proposed by the Owners Group. The staff has reviewed these actions and finds that they provide acceptable alternatives for implementing the Owners Group recommendations. Furthermore, the staff finds that the licensee has met Section 2.2 of NUREG-1216 requirements for an acceptable Phase II program.

(c) Resolution of Maintenance and Surveillance Program

This program relates to expanded engine tests and inspections as needed to support Phases I and II. The licensee has implemented the maintenance and surveillance recommendations developed by the Owners Group in Appendix II, Revision 2, of the DR/QR report for Catawba. Furthermore, the staff proposed the sample license conditions in NUREG-1216 to ensure adequate inspection of certain components. By letters dated August 6, 1986, and March 5, 1987, the licensee proposed identical license conditions and corresponding attachments (except for the inspection of main bearing No. 7 of diesel generator 2B which is related to Unit 2 only) for both Units because the Units are essentially identical. The staff has reviewed the licensee's submittals and finds that the licensee has met Section 2.3 of NUREG-1216 requirements for an acceptable maintenance and surveillance program.

III. ENVIRONMENTAL CONSIDERATION

The amendment involves a change in use of facility components located within the restricted area as defined in 10 CFR Part 20 and changes in surveillance requirements. The 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 exposures. The Commission has previously issued a proposed finding that the amendment involves no significant hazards consideration, and there have been no public comments on such finding. Accordingly, the amendment meets the eligibility criteria for categorical exclusion set forth in 10 CFR Section 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.

IV. CONCLUSION

The Commission made a proposed determination that the amendment involves no significant hazards consideration which was published in the Federal Register (51 FR 30561) on August 27, 1986, and consulted with the state of South Carolina. No public comments were received, and the state of South Carolina did not have any comments.

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

Principal Contributors: Kahtan Jabbour, PD#II-3/DRP-I/II

Dated: May 26, 1987

May 20, 1987

AMENDMENT NO. 18 TO FACILITY OPERATING LICENSE NPF-52 -
CATAWBA NUCLEAR POWER STATION, UNIT 2

DISTRIBUTION: w/enclosures:

Docket No. 50-414
NRC PDR
Local PDR
NSIC
PRC System
PWR#4 R/F
B. J. Youngblood
K. Jabbour
M. Duncan
OGC-Bethesda
T. Barnhart (8)
E. L. Jordan
L. J. Harmon
B. Grimes
J. Partlow
ACRS (10)
E. Butcher
W. Jones
FOB
OPA
LFMB