

Docket No. 50-364

NOV 10 1981

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Mr. F. L. Clayton  
Senior Vice President  
Alabama Power Company  
Post Office Box 2641  
Birmingham, Alabama 35291

Dear Mr. Clayton:

On March 31, 1981, we issued the Facility Operating License No. NPF-8 for the Joseph M. Farley Plant, Unit No. 2.

Through an administrative error pages 3/4 2-8, 3/4 4-19, 3/4 7-66, 3/4 8-9, 3/4 8-23 and B3/4 9-2 to the Technical Specifications contained typographical errors. Please correct your copy of the Technical Specifications with the enclosed revised pages.

Sincerely,

ORIGINAL SIGNED

Edward A. Reeves, Project Manager  
Operating Reactors Branch #1  
Division of Licensing

Enclosures:  
Revised Technical  
Specification Pages

cc: See next page



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PDR ADDCK 05000364  
PDR

OFFICE	DL:ORB#10P	DL:ORB#1					
SURNAME	CParrish	REEVES,MS.					
DATE	11/10/81	11/10/81					

OFFICIAL RECORD COPY

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Alabama Power Company

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## POWER DISTRIBUTION LIMITS

### 3/4.2.3 NUCLEAR ENTHALPY HOT CHANNEL FACTOR - $F_{\Delta H}^N$

#### LIMITING CONDITION FOR OPERATION

3.2.3  $F_{\Delta H}^N$  shall be limited by the following relationship:

$$F_{\Delta H}^N \leq 1.55 [1 + 0.2 (1-P)] [1-RBP(BU)]$$

where  $P = \frac{\text{THERMAL POWER}}{\text{RATED THERMAL POWER}}$ , and

RBP(BU) = Rod Bow Penalty as a function of region average burnup as shown in Figure 3.2-3, where a region is defined as those assemblies with the same loading date (reloads) or enrichment (first cores).

APPLICABILITY: MODE 1

#### ACTION:

With  $F_{\Delta H}^N$  exceeding its limit:

- Reduce THERMAL POWER to less than 50% of RATED THERMAL POWER within 2 hours and reduce the Power Range Neutron Flux-High Trip Setpoints to  $\leq 55\%$  of RATED THERMAL POWER within the next 4 hours,
- Demonstrate through in-core mapping that  $F_{\Delta H}^N$  is within its limit within 24 hours after exceeding the limit or reduce THERMAL POWER to less than 5% of RATED THERMAL POWER within the next 2 hours, and
- Identify and correct the cause of the out of limit condition prior to increasing THERMAL POWER above the reduced limit required by a or b, above; subsequent POWER OPERATION may proceed provided that  $F_{\Delta H}^N$  is demonstrated through in-core mapping to be within its limit at a nominal 50% of RATED THERMAL POWER prior to exceeding this THERMAL POWER, at a nominal 75% of RATED THERMAL POWER prior to exceeding this THERMAL power and within 24 hours after attaining 95% or greater RATED THERMAL POWER.

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PDR

REACTOR COOLANT SYSTEM

TABLE 3.4-1

REACTOR COOLANT SYSTEM PRESSURE ISOLATION VALVES

Q2E11V016A  
Q2E11V001A  
Q2E11V016A  
Q2E11V001B

Q2E11V051A  
Q2E11V051B  
Q2E11V051C  
Q2E11V021A  
Q2E11V021B  
Q2E11V021C  
Q2E11V042A  
Q2E11V042B

Q2E21V077A\*  
Q2E21V077B\*  
Q2E21V076A\*  
Q2E21V076B\*

Q2E21V062A  
Q2E21V062B  
Q2E21V062C  
Q2E21V066A  
Q2E21V066B  
Q2E21V066C  
Q2E21V077C  
Q2E21V078A  
Q2E21V078B  
Q2E21V078C  
Q2E21V079A  
Q2E21V079B  
Q2E21V079C

Q2E21V079A\*

TABLE 3.7-8  
AREA TEMPERATURE MONITORING

<u>AREA</u>	<u>TEMPERATURE LIMIT (°F)</u>
1. <u>ESF Pump Room:</u>	
a. RHR Pump 2A	150°F
b. RHR Pump 2B	150°F
c. AFW Pump 2A	150°F
d. AFW Pump 2B	150°F
e. CCW Pump Room	150°F
f. Containment Spray Pump 2A	150°F
g. Containment Spray Pump 2B	150°F
h. Charging Pump Room 2A	150°F
i. Charging Pump Room 2B	150°F
j. Charging Pump Room 2C	150°F
2. <u>Electrical Areas:</u>	
a. MCC 2A Room	150°F
b. MCC 2B Room	150°F
c. 600 Volt Load Center 2D Room	150°F
d. 600 Volt Load Center 2E Room	150°F
e. Battery Charger R	150°F
f. Battery Charger F	150°F
g. Battery Room A	120°F
h. Battery Room B	120°F
i. Diesel Generator	150°F
j. Diesel Generator	150°F

## ELECTRICAL POWER SYSTEMS

### 3/4.8.2 ONSITE POWER DISTRIBUTION SYSTEMS

#### A.C. DISTRIBUTION - OPERATING

##### LIMITING CONDITION FOR OPERATION

3.8.2.1 The following A.C. electrical busses and inverters shall be OPERABLE and energized.

- 4160 volt Emergency Bus # F, H and K
- 4160 volt Emergency Bus # G, J and L
- 600 volt Load Centers # D, H, K and R
- 600 volt Load Centers # E, J, L and S
- 120 volt A.C. Vital Bus # A energized from inverter #A connected to D.C. Bus Train A\* and 600 volt Load Center D through 600 volt Motor Control Center A.
- 120 volt A.C. Vital Bus # B energized from inverter #B connected to D.C. Bus Train A\* and 600 volt Load Center D through 600 volt Motor Control Center A.
- 120 volt A.C. Vital Bus # C energized from inverter #C connected to D.C. Bus Train B\* and 600 volt Load Center E through 600 volt Motor Control Center B.
- 120 volt A.C. Vital Bus # D energized from inverter #D connected to D.C. Bus Train B\* and 600 volt Load Center E through 600 volt Motor Control Center B.

APPLICABILITY: MODES 1, 2, 3 and 4.

##### ACTION:

- a. With less than the above complement of A.C. busses OPERABLE and energized, restore the inoperable busses to OPERABLE and energized status within 8 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 inverter inoperable, energize the associated A.C. Vital Bus within 8 hours; restore the inverter to OPERABLE status within 24 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

##### SURVEILLANCE REQUIREMENTS

4.8.2.1 The specified A.C. busses shall be determined OPERABLE and energized at least once per shift and indicated power available.

inverters shall be determined OPERABLE and energized by verifying correct breaker alignment.

\* Two inverters may be disconnected for the purpose of performing maintenance on the busses provided (1) their vital bus busses associated with the operation are OPERABLE and energized.

source for up to 24 hours for maintenance on their associated battery bank provided (1) the vital bus busses are OPERABLE and energized, and (2) the vital bus busses are OPERABLE and energized.

TABLE 3.8-1 (Continued)

CONTAINMENT PENETRATION CONDUCTOR  
OVERCURRENT PROTECTIVE DEVICES

Device Number and Location	Trip Setpoint (Ampere)	Response Time (Seconds)	System Powered
6. 600VAC Pressurizer Distr. Pnl 2B			
BKR #1	750-1600	.01-.016	Pressurizer Htr Group 2B Terminal Box N2TB011
BKR #2	750-1600	.01-.016	
BKR #3	750-1600	.01-.016	
BKR #4	750-1600	.01-.016	
BKR #5	750-1600	.01-.016	
7. 600VAC Pressurizer Htr. Distr. Pnl 2C Circuit Bkrs.			
BKR #1	750-1600	.01-.016	Pressurizer Htr Group 2C Terminal Box N2TB008
BKR #2	750-1600	.01-.016	
BKR #3	750-1600	.01-.016	
BKR #4	750-1600	.01-.016	
BKR #5	750-1600	.01-.016	
BKR #6	750-1600	.01-.016	
BKR #7	750-1600	.01-.016	
8. 600VAC Pressurizer Htr. Distr. Pnl 2D Circuit Bkrs.			
BKR #1	750-1600	.01-.016	Pressurizer Htr Group 2D Terminal Box N2TB007
BKR #2	750-1600	.01-.016	
BKR #3	750-1600	.01-.016	
BKR #4	750-1600	.01-.016	
9. 600VAC Pressurizer HTR. Distr. Pnl 2E Circuit Bkrs.			
BKR #1	750-1600	.01-.016	Pressurizer Htr Group 2E Terminal Box N2TB009
BKR #2	750-1600	.01-.016	
BKR #3	750-1600	.01-.016	
BKR #4	750-1600	.01-.016	
BKR #5	750-1600	.01-.016	

## REFUELING OPERATIONS

### BASES

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#### MANIPULATOR CRANE (Continued)

or fuel assembly, and 3) the core internals and pressure vessel are protected from excessive lifting force in the event they are inadvertently engaged during lifting operations.

#### 3/4.9.7 SPENT FUEL STORAGE BUILDING - BRIDGE CRANE and SPENT FUEL CASK CRANE

The restriction on movement of loads in excess of the nominal weight of a fuel and control rod assembly and associated handling tool over other fuel assemblies in the storage pool ensures that in the event this load is dropped 1) the activity release will be limited to that contained in a single fuel assembly, and 2) any possible distortion of fuel in the storage racks will not result in a critical array. This assumption is consistent with the activity release assumed in the accident analyses.

The outdoor overhead gantry crane does not meet the design requirements for wire rope strength and fleet angle safety margins of reeving systems, therefore the ropes must be inspected to assure that they meet the requirements of the standard specified in the surveillance. Cold proof tests of the crane will be performed to demonstrate OPERABILITY. It is permissible to operate the crane at temperatures less than the temperature at which it was proof tested, provided these operations take place at derated loads as stated in the action statement.

#### 3/4.9.8 RESIDUAL HEAT REMOVAL AND COOLANT CIRCULATION

The requirement that at least one residual heat removal loop be in operation ensures that 1) sufficient cooling capacity is available to remove decay heat and maintain the water in the reactor pressure vessel below 140°F as required during the REFUELING MODE, and 2) sufficient coolant circulation is maintained thru the reactor core to minimize the effects of a boron dilution incident and prevent boron stratification.

The requirement to have 23 feet of water above the single failure of the operating residual heat removal capacity 23 feet of water above the is available for core cooling operating RHR loop, adequate to cool the core.

RHR loops OPERABLE when there is less than pressure vessel flange ensures that a loop will not result in a complete loss of the reactor vessel head removed and the vessel flange, a large heat sink in the event of a failure of the to initiate emergency procedures