

April 30, 1992

Docket Nos. 50-338
and 50-339

Mr. W. L. Stewart
Senior Vice President - Nuclear
Virginia Electric and Power Company
5000 Dominion Blvd.
Glen Allen, Virginia 23060

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Dear Mr. Stewart:

SUBJECT: NORTH ANNA UNITS 1 AND 2 - CORRECTION TO AMENDMENT NOS. 156 AND 138
(TAC NOS. M81862 AND M81863)

On April 21, 1992, we issued Amendment Nos. 156 and 138 for the North Anna Power Station, Units 1 and 2 (NA-1&2). The amendments clarified the emergency power supplies which must be operable in modes 5 and 6 and added to the applicability sections the case of moving irradiated fuel assemblies or any loads over irradiated fuel assemblies with the reactor defueled.

You have subsequently informed us of an error on TS page 3/4 8-11 for NA-2. Due to an administrative error, an incorrect overleaf page was issued. Enclosed is the correct page 3/4 8-11 for NA-2, as well as the overleaf page.

Sincerely,

/s/

Leon B. Engle, Project Manager
Project Directorate II-2
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Enclosure:
As stated

cc w/enclosure:
See next page

NRC FILE CENTER COPY

OFFICE	LA:PDII-2	PM:PDII-2	D:PDII-2		
NAME	D. Miller	L. Engle	H. Berkow		
DATE	4/30/92	4/30/92	4/30/92	/ /	/ /

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Mr. W. L. Stewart
Virginia Electric & Power Company

North Anna Power Station
Units 1 and 2

cc:

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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 shall be OPERABLE and energized with tie breakers open between redundant busses:

- a. H A.C. Emergency Busses consisting of:
 1. 4160 volt Emergency Bus # 2H
 2. 480 volt Emergency Busses # 2H, 2H1
- b. J A.C. Emergency Busses consisting of:
 1. 4160 volt Emergency Bus # 2J
 2. 480 volt Emergency Busses # 2J, 2J1
- c. 120 volt A.C. Vital Bus # 2-I energized from its associated inverter connected to D.C. Bus # 2-I*
- d. 120 volt A.C. Vital Bus # 2-II energized from its associated inverter connected to D.C. Bus # 2-II*
- e. 120 volt A.C. Vital Bus # 2-III energized from its associated inverter connected to D.C. Bus # 2-III*
- f. 120 volt A.C. Vital Bus # 2-IV energized from its associated inverter connected to D.C. Bus # 2-IV*

APPLICABILITY: MODES 1, 2, 3, and 4.

ACTION:

- a. With one of the required A.C. Emergency busses not fully energized, re-energize 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 A.C. Vital Bus not energized, re-energize the A.C. Vital Bus 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 A.C. Vital Bus either not energized from its associated inverter, or with the inverter not connected to its associated D.C. Bus, re-energize the A.C. Vital Bus from its associated inverter connected to its associated D.C. Bus within 24 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

*Two inverters may be disconnected from their D.C. Busses for up to 24 hours as necessary, for the purpose of performing an equalizing charge on their associated battery banks provided (1) their vital busses are energized, and (2) the remaining vital busses are energized from their associated inverters and connected to their associated D.C. Busses.

ELECTRICAL POWER SYSTEMS

A.C. and D.C. DISTRIBUTION – SHUTDOWN

LIMITING CONDITION FOR OPERATION

3.8.2.2 As a minimum, one of the following trains of A.C. and D.C. busses shall be OPERABLE and energized in the specified manner:

- a. "H" Train (Orange) consisting of the following:
 - 1. 4160-volt Emergency Bus 2H
 - 2. 480-volt Emergency Busses 2H and 2H1
 - 3. 120-volt A.C. Vital Bus 2-1 energized from its associated inverter connected to D.C. bus 2-1, and
 - 4. 120-volt A.C. Vital Bus 2-2 energized from its associated inverter connected to D.C. bus 2-2.
 - 5. 125-volt D.C. Busses No. 2-1 & 2-2, and
 - 6. 125-volt D.C. Battery Banks 2-I & 2-II and Chargers 2-I & 2-II D.C. Battery Charger 2C-I may be used in place of either of the above Chargers.
- b. "J" Train (Purple) consisting of the following:
 - 1. 4160-volt Emergency Bus 2J
 - 2. 480-volt Emergency Busses 2J and 2J1
 - 3. 120-volt A.C. Vital Bus 2-3 energized from its associated inverter connected to D.C. bus 2-3, and
 - 4. 120-volt A.C. Vital Bus 2-4 energized from its associated inverter connected to D.C. bus 2-4.
 - 5. 125-volt D.C. Busses No. 2-3 & 2-4, and
 - 6. 125-volt D.C. Battery Banks 2-III & 2-IV and Chargers 2-III & 2-IV D.C. Battery Charger 2C-II may be used in place of either of the above Chargers.

APPLICABILITY:

- a. Modes 5 and 6
- b. During movement of irradiated fuel assemblies or loads over irradiated fuel assemblies when no fuel assemblies are in the reactor vessel.