Progress Energy

JAN 2 6 2005

SERIAL: BSEP 05-0012

U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, DC 20555-0001

SUBJECT: Brunswick Steam Electric Plant, Unit Nos. 1 and 2
Docket Nos. 50-325 and 50-324/License Nos. DPR-71 and DPR-62
Submittal of Technical Specification Bases Changes

Ladies and Gentlemen:

In accordance with Technical Specification (TS) 5.5.10 for the Brunswick Steam Electric Plant (BSEP), Unit Nos. 1 and 2, Carolina Power & Light Company, now doing business as Progress Energy Carolinas, Inc., is submitting Revision 39 to the BSEP, Unit 1 TS Bases and Revision 36 to the BSEP, Unit 2 TS Bases.

Please refer any questions regarding this submittal to Mr. Leonard R. Beller, Supervisor - Licensing/Regulatory Programs, at (910) 457-2073.

Sincerely,

Edward T. O'Neil
Manager - Support Services
Brunswick Steam Electric Plant

MAT/mat

Enclosures:

1. Summary of Revisions to Technical Specification Bases
2. Page Replacement Instructions
3. Unit 1 Technical Specification Bases Replacement Pages
4. Unit 2 Technical Specification Bases Replacement Pages

Progress Energy Carolinas, Inc.
Brunswick Nuclear Plant
P.O. Box 10429
Southport, NC 28461

A001

cc (with enclosures):

U. S. Nuclear Regulatory Commission, Region II
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Ms. Beverly O. Hall, Section Chief
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Summary of Revisions to Technical Specification Bases			
Revision[1]	**Affected Unit**	**Date Implemented**	**Title/Description**
39 36	1 2	January 20, 2005	**Title:** Revised Description of Operable Diesel Generator Air Start System **Description:** This change revises B 3.8.1, "AC Sources - Operating," to remove excess detail regarding what constitutes an operable Diesel Generator Air Start System. These details were relocated and enhanced in plant procedure 0OP-39, "Diesel Generator Operating Procedure."

[1] Revision 39 for Unit 1 and Revision 36 for Unit 2 incorporate bases change package TSB-2004-08.

Page Replacement Instructions	
Remove	**Insert**
Unit 1 - Bases Book 1	
Cover Page, Revision 38	Cover Page, Revision 39
LOEP-1, Revision 38	LOEP-1, Revision 39
Unit 1 - Bases Book 2	
LOEP-1, Revision 38	LOEP-1, Revision 39
LOEP-3, Revision 38	LOEP-3, Revision 39
B 3.8.1-4, Revision 31	B 3.8.1-4, Revision 39
Unit 2 - Bases Book 1	
Cover Page, Revision 35	Cover Page, Revision 36
LOEP-1, Revision 35	LOEP-1, Revision 36
Unit 2 - Bases Book 2	
LOEP-1, Revision 35	LOEP-1, Revision 36
LOEP-3, Revision 35	LOEP-3, Revision 36
B 3.8.1-4, Revision 30	B 3.8.1-4, Revision 36

Unit 1 Technical Specification Bases Replacement Pages

BASES

TO

THE FACILITY OPERATING LICENSE DPR-71

TECHNICAL SPECIFICATIONS

FOR

BRUNSWICK STEAM ELECTRIC PLANT

UNIT 1

CAROLINA POWER & LIGHT COMPANY

REVISION 39

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B 3.4.1-3	31	B 3.4.9-8	31
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B 3.7.2-6	31	B 3.8.1-12	31
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B 3.7.2-8	31	B 3.8.1-14	31
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B 3.7.2-11	31	B 3.8.1-17	31
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B 3.7.6-2	31	B 3.8.2-3	31
B 3.7.6-3	31	B 3.8.2-4	31
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BASES

LCO (continued)

shutdown condition after an anticipated operational occurrence (AOO) or a postulated DBA.

Qualified offsite circuits are those that are described in the UFSAR (Ref. 2), and are part of the licensing basis for the unit.

Each offsite circuit must be capable of maintaining rated frequency and voltage, and accepting required loads during an accident, while connected to the emergency buses. An OPERABLE qualified offsite circuit consists of the incoming breakers and disconnects from the respective 230 kV switchyard to and including the SAT or UAT, the respective circuit path to and including the BOP buses, and the circuit path to two 4.16 kV emergency buses including associated feeder (master/slave) breakers.

Each DG must be capable of starting, accelerating to minimum acceptable frequency and voltage, and connecting to its respective emergency bus on detection of bus undervoltage. This sequence must be accomplished within 10.5 seconds. Each DG must also be capable of accepting required loads within the assumed loading sequence intervals, and must continue to operate until offsite power can be restored to the emergency buses. These capabilities are required to be met from a variety of initial conditions, such as DG in standby with the engine at ambient condition. Additional DG capabilities must be demonstrated to meet required Surveillances, e.g., capability of the DG to revert to ready-to-load status on an ECCS signal while operating in parallel test mode. Each DG is required to have an OPERABLE air start system. Additionally, proper sequencing of loads, including tripping of nonessential loads, is a required function for DG OPERABILITY.

The AC sources must be separate and independent (to the extent possible) of other AC sources. For the DGs, the separation and independence are complete. For the offsite AC sources, the separation and independence are to the extent practical. An offsite circuit may be connected to more than one emergency bus, with manual transfer capability to the other offsite circuit available, and not violate

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BSEP 05-0012
Enclosure 4

Unit 2 Technical Specification Bases Replacement Pages

BASES

TO

THE FACILITY OPERATING LICENSE DPR-62

TECHNICAL SPECIFICATIONS

FOR

BRUNSWICK STEAM ELECTRIC PLANT

UNIT 2

CAROLINA POWER & LIGHT COMPANY

REVISION 36

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LOEP-3	35	B 3.1.3-2	30
LOEP-4	35	B 3.1.3-3	30
		B 3.1.3-4	30
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		B 3.1.3-7	30
B 2.1.1-1	30	B 3.1.3-8	30
B 2.1.1-2	30	B 3.1.3-9	30
B 2.1.1-3	30	B 3.1.4-1	30
B 2.1.1-4	30	B 3.1.4-2	30
B 2.1.1-5	30	B 3.1.4-3	30
B 2.1.2-1	30	B 3.1.4-4	30
B 2.1.2-2	30	B 3.1.4-5	30
B 2.1.2-3	30	B 3.1.4-6	30
		B 3.1.4-7	30
B 3.0-1	30	B 3.1.5-1	30
B 3.0-2	30	B 3.1.5-2	30
B 3.0-3	30	B 3.1.5-3	30
B 3.0-4	30	B 3.1.5-4	30
B 3.0-5	30	B 3.1.5-5	30
B 3.0-6	30	B 3.1.6-1	30
B 3.0-7	30	B 3.1.6-2	30
B 3.0-8	30	B 3.1.6-3	30
B 3.0-9	30	B 3.1.6-4	30
B 3.0-10	30	B 3.1.6-5	30
B 3.0-11	30	B 3.1.7-1	30
B 3.0-12	30	B 3.1.7-2	30
B 3.0-13	30	B 3.1.7-3	30
B 3.0-14	30	B 3.1.7-4	30
B 3.0-15	30	B 3.1.7-5	30
B 3.0-16	30	B 3.1.7-6	30
		B 3.1.8-1	30
B 3.1.1-1	30	B 3.1.8-2	34
B 3.1.1-2	30	B 3.1.8-3	34
B 3.1.1-3	30	B 3.1.8-4	30
B 3.1.1-4	30	B 3.1.8-5	30
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LOEP-4	30	B 3.4.9-1	30
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ii	30	B 3.4.9-5	35
		B 3.4.9-6	35
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B 3.4.1-2	30	B 3.4.9-8	30
B 3.4.1-3	30	B 3.4.9-9	35
B 3.4.1-4	30	B 3.4.10-1	30
B 3.4.1-5	30	B 3.4.10-2	30
B 3.4.1-6	30		
B 3.4.2-1	30	B 3.5.1-1	30
B 3.4.2-2	30	B 3.5.1-2	30
B 3.4.2-3	30	B 3.5.1-3	30
B 3.4.2-4	30	B 3.5.1-4	33
B 3.4.3-1	30	B 3.5.1-5	33
B 3.4.3-2	30	B 3.5.1-6	30
B 3.4.3-3	30	B 3.5.1-7	30
B 3.4.3-4	30	B 3.5.1-8	30
B 3.4.4-1	30	B 3.5.1-9	30
B 3.4.4-2	30	B 3.5.1-10	30
B 3.4.4-3	30	B 3.5.1-11	30
B 3.4.4-4	30	B 3.5.1-12	30
B 3.4.4-5	30	B 3.5.1-13	30
B 3.4.5-1	30	B 3.5.1-14	30
B 3.4.5-2	30	B 3.5.1-15	30
B 3.4.5-3	30	B 3.5.1-16	30
B 3.4.5-4	30	B 3.5.1-17	30
B 3.4.5-5	30	B 3.5.2-1	30
B 3.4.6-1	30	B 3.5.2-2	30
B 3.4.6-2	30	B 3.5.2-3	30
B 3.4.6-3	30	B 3.5.2-4	30
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B 3.7.1-6	30	B 3.8.1-6	30
B 3.7.2-1	30	B 3.8.1-7	30
B 3.7.2-2	30	B 3.8.1-8	30
B 3.7.2-3	30	B 3.8.1-9	30
B 3.7.2-4	30	B 3.8.1-10	30
B 3.7.2-5	30	B 3.8.1-11	30
B 3.7.2-6	30	B 3.8.1-12	30
B 3.7.2-7	30	B 3.8.1-13	30
B 3.7.2-8	30	B 3.8.1-14	30
B 3.7.2-9	30	B 3.8.1-15	30
B 3.7.2-10	30	B 3.8.1-16	30
B 3.7.2-11	30	B 3.8.1-17	30
B 3.7.2-12	30	B 3.8.1-18	30
B 3.7.2-13	30	B 3.8.1-19	30
B 3.7.2-14	30	B 3.8.1-20	30
B 3.7.3-1	30	B 3.8.1-21	30
B 3.7.3-2	33	B 3.8.1-22	30
B 3.7.3-3	30	B 3.8.1-23	30
B 3.7.3-4	30	B 3.8.1-24	30
B 3.7.3-5	30	B 3.8.1-25	30
B 3.7.3-6	30	B 3.8.1-26	30
B 3.7.3-7	33	B 3.8.1-27	30
B 3.7.4-1	30	B 3.8.1-28	35
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B 3.7.5-3	30	B 3.8.2-1	30
B 3.7.6-1	30	B 3.8.2-2	30
B 3.7.6-2	30	B 3.8.2-3	30
B 3.7.6-3	30	B 3.8.2-4	30
B 3.7.6-4	30	B 3.8.2-5	30

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BASES

LCO (continued)

shutdown condition after an anticipated operational occurrence (AOO) or a postulated DBA.

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Each DG must be capable of starting, accelerating to minimum acceptable frequency and voltage, and connecting to its respective emergency bus on detection of bus undervoltage. This sequence must be accomplished within 10.5 seconds. Each DG must also be capable of accepting required loads within the assumed loading sequence intervals, and must continue to operate until offsite power can be restored to the emergency buses. These capabilities are required to be met from a variety of initial conditions, such as DG in standby with the engine at ambient condition. Additional DG capabilities must be demonstrated to meet required Surveillances, e.g., capability of the DG to revert to ready-to-load status on an ECCS signal while operating in parallel test mode. Each DG is required to have an OPERABLE air start system. Additionally, proper sequencing of loads, including tripping of nonessential loads, is a required function for DG OPERABILITY.

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