

transactions shall have no effect on the license for the BVPS Unit 2 facility throughout the term of the license.

- (b) Further, the licensees are also required to notify the NRC in writing prior to any change in: (i) the term or conditions of any lease agreements executed as part of these transactions; (ii) the BVPS Operating Agreement, (iii) the existing property insurance coverage for BVPS Unit 2, and (iv) any action by a lessor or others that may have adverse effect on the safe operation of the facility.

C. This license shall be deemed to contain and is subject to the conditions specified in the following Commission regulations set forth in 10 CFR Chapter 1 and is subject to all applicable provisions of the Act and to the rules, regulations, and orders of the Commission now or hereafter in effect; and is subject to the additional conditions specified or incorporated below:

(1) Maximum Power Level

FENOC is authorized to operate the facility at a steady state reactor core power level of 2900 megawatts thermal.

(2) Technical Specifications

The Technical Specifications contained in Appendix A, as revised through Amendment No. 157, and the Environmental Protection Plan contained in Appendix B, both of which are attached hereto are hereby incorporated in the license. FENOC shall operate the facility in accordance with the Technical Specifications and the Environmental Protection Plan.

## ELECTRICAL POWER SYSTEMS

### D.C. DISTRIBUTION - OPERATING

#### LIMITING CONDITION FOR OPERATION

3.8.2.3 The following D.C. bus trains shall be energized and OPERABLE:

TRAIN "A" (orange) consisting of 125-volt D.C. busses No. 2-1 & 2-3, 125-volt D.C. battery banks 2-1 & 2-3 and chargers 2-1 & 2-3.

TRAIN "B" (purple) consisting of 125-volt D.C. busses No. 2-2 & 2-4, 125-volt D.C. battery banks 2-2 & 2-4 and chargers 2-2 & 2-4.

APPLICABILITY: MODES 1, 2, 3 and 4.

#### ACTION:

- a. With one of the required battery banks inoperable, restore the inoperable battery bank to OPERABLE status within 2 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 of the required full capacity chargers inoperable, demonstrate the OPERABILITY of its associated battery bank by performing Surveillance Requirement 4.8.2.3.2.a.1 within one hour. Within 4 hours place in service a spare charger or continue the Surveillance Requirement of 4.8.2.3.2.a.1 at least once per 8 hours thereafter. If any Category A limit in Table 3.8-1 is not met, declare the battery inoperable.

#### SURVEILLANCE REQUIREMENTS

4.8.2.3.1 Each D.C. bus train shall be determined OPERABLE and energized at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.3.2 Each 125-volt battery bank and charger shall be demonstrated OPERABLE:

- a. At least once per 7 days by verifying that:
  1. The parameters in Table 3.8-1 meet the Category A limits, and
  2. The total battery terminal voltage is greater than or equal to 127.8 - volts on float charge.
- b. At least once per 92 days and within 7 days after a battery discharge with battery terminal voltage below 110 -volts, or battery overcharge with battery terminal voltage above 150 -volts, by verifying that:

## ELECTRICAL POWER SYSTEMS

### D.C. DISTRIBUTION - SHUTDOWN

#### LIMITING CONDITION FOR OPERATION

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

- a. Train "A" (orange) consisting of the following:
  1. 125-volt D.C. busses No. 2-1 & 2-3, and
  2. 125-volt D.C. battery banks 2-1 & 2-3 and chargers 2-1\* & 2-3\*.
- b. Train "B" (purple) consisting of the following:
  1. 125-volt D.C. busses No. 2-2 & 2-4, and
  2. 125-volt D.C. battery banks 2-2 & 2-4 and chargers 2-2\* & 2-4\*.

APPLICABILITY: MODES 5 and 6, and

During movement of recently irradiated fuel assemblies, and

During movement of fuel assemblies over recently irradiated fuel assemblies.

#### ACTION:

With the above required train of D.C. electrical equipment and busses not fully OPERABLE, immediately suspend all operation involving CORE ALTERATIONS, positive reactivity changes, movement of recently irradiated fuel assemblies and movement of fuel assemblies over recently irradiated fuel assemblies. Initiate corrective action to restore the required train of D.C. electrical equipment and busses to OPERABLE status as soon as possible.

#### SURVEILLANCE REQUIREMENTS

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4.8.2.4.1 The above required 125-volt D.C. bus train shall be determined OPERABLE and energized at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.4.2 The above required 125-volt battery bank and chargers shall be demonstrated OPERABLE per Surveillance Requirement 4.8.2.3.2.

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\* A spare charger may be substituted for any inoperable charger or charger removed from service for maintenance.