



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D.C. 20555-0001

October 15, 2010

Mr. Mark A. Schimmel
Site Vice President
Prairie Island Nuclear Generating Plant
Northern States Power Company - Minnesota
1717 Wakonade Drive East
Welch, MN 55089-9642

SUBJECT: PRAIRIE ISLAND NUCLEAR GENERATING PLANT, UNIT 1 - PUBLIC NOTICE
OF APPLICATION FOR AMENDMENT TO FACILITY OPERATING LICENSE
(TAC NO. ME4871)

Dear Mr. Schimmel:

The enclosed announcement was forwarded to the Red Wing Republican Eagle and the Minneapolis Star-Tribune for publication. This announcement relates to your application dated October 14, 2010, for amendment to Facility Operating License No. DPR-42. The proposed amendment would change surveillance requirement (SR) 3.8.1.10, "AC Sources - Operating." SR 3.8.1.10(c) performs a test of the emergency diesel generator in conjunction with a safety injection (SI) signal. The proposed change would allow the 12 Battery Charger to not be energized during the SI testing until a modification is completed during the Unit 1 2011 refueling outage. Prior to start up from the 2011 refueling outage, the 12 Battery Charger will be tested in accordance with SR 3.8.1.10(c).

Please contact me at (301) 415-4037 if you have any questions on this issue.

Sincerely,

A handwritten signature in black ink that reads "Thomas J. Wengert".

Thomas J. Wengert, Senior Project Manager
Plant Licensing Branch III-1
Division of Operating Reactor Licensing
Office of Nuclear Reactor Regulation

Docket No. 50-282

Enclosure:
Public Notice

cc w/encl: Distribution via Listserv

PUBLIC NOTICE
NRC STAFF PROPOSES TO AMEND OPERATING LICENSE AT THE
PRAIRIE ISLAND NUCLEAR GENERATING PLANT, UNIT 1

The U.S. Nuclear Regulatory Commission (NRC or Commission) staff has received an application dated October 14, 2010, from Northern States Power Company, a Minnesota corporation (NSPM or the licensee), doing business as Xcel Energy, for an exigent amendment to the operating license for the Prairie Island Nuclear Generating Plant (PINGP), Unit 1, located in Goodhue County, Minnesota.

The proposed license amendment request (LAR) requests exigent approval to change surveillance requirement (SR) 3.8.1.10, "AC Sources - Operating." SR 3.8.1.10(c) performs a test of the emergency diesel generator (EDG) in conjunction with a safety injection (SI) signal. The proposed change would allow the 12 Battery Charger to not be energized during the SI testing until a modification is completed during the Unit 1 2011 refueling outage. Prior to start up from the 2011 refueling outage, the 12 Battery Charger will be tested in accordance with SR 3.8.1.10(c).

As discussed in the licensee's application dated October 14, 2010, NSPM requested that the proposed amendment be processed by the NRC on an exigent basis in accordance with the provisions of Title 10 of the *Code of Federal Regulations* (10 CFR) paragraph 50.91(a)(6). The licensee is basing exigent circumstances on the following: (1) NSPM determined that the condition concerning the past surveillance testing of PINGP Unit 1 D2 EDG rendered the EDG inoperable, and NSPM voluntarily entered Technical Specification Limiting Condition for Operation 3.8.1.B on October 9, 2010; (2) the need for the exigent TS change request could not have reasonably been identified earlier; and (3) there is no impact on plant safety, and approval of this LAR is needed in order to prevent an unnecessary plant shutdown. The licensee requested approval of the proposed amendment by 2:34 p.m. Central Daylight Time on October 23, 2010.

The licensee and the NRC staff have evaluated this proposed change with regard to the determination of whether or not a significant hazards consideration is involved. Operation of PINGP Unit 1, in accordance with the proposed amendment will not involve a significant increase in the probability or consequences of an accident previously evaluated. The probability or consequences of accidents previously evaluated in the Updated Safety Analysis Report are unaffected by this proposed change. There is no change to any equipment response or accident mitigation scenario, and this change results in no additional challenges to fission

product barrier integrity. The proposed change does not alter the design, configuration, operation, or function of any plant system, structure, or component in a way that significantly increases the probability or consequences of an accident. As a result, the outcomes of previously evaluated accidents are unaffected.

The proposed amendments will not create the possibility of a new or different kind of accident from any previously analyzed. No new accident scenarios, failure mechanisms, or limiting single failures are introduced as a result of the proposed change. The proposed change does not challenge the performance or integrity of any safety-related system. The proposed change does not install or remove any plant equipment. The proposed change has no adverse effects on any safety related systems or components and does not challenge the performance or integrity of any safety related system. No physical changes are being made to the plant, so no new accident causal mechanisms are being introduced.

The proposed change adds a Technical Specifications note for the emergency diesel generator integrated safety injection with a loss of offsite power test. The note will not require the 12 Battery Charger to be energized by the test until prior to entering MODE 4 during the 2011 refueling outage for PINGP Unit 1. The analysis evaluates operator actions that may be taken in the event of a 12 Battery Charger failure and the ample time required to implement such actions based on 12 Battery design.

Therefore, the proposed change does not create the possibility of a new or different kind of accident from any accident previously evaluated, or involve a significant increase in the probability or consequences of an accident previously evaluated.

The proposed amendment will not involve a significant reduction in a margin of safety. Margin of safety is related to the ability of the fission product barriers to perform their design functions during and following accident conditions. These barriers include the fuel cladding, the reactor coolant system, and the containment. The proposed amendment request does not involve a change to any of these barriers.

12 Battery has been sized to carry expected shutdown loads following a plant trip, and a loss of AC [alternating current] battery charging power for a period of 1 hour without battery terminal voltage falling below the required minimum. The change to a manual action for restart of the 12 Battery Charger does not change or affect any margin associated with the 12 Battery.

The margin of safety associated with the acceptance criteria of any accident is unchanged. The proposed change will have no affect on the availability, operability, or performance of the safety-related systems and components. The ability of operable structures,

systems, and components to perform their designated safety function is unaffected by this proposed change. The proposed change does not involve a significant reduction in a margin of safety because the proposed changes do not reduce the margin of safety that exists in the present PINGP Technical Specifications or USAR. The operability requirements of the Technical Specifications are consistent with the initial condition assumptions of the safety analyses.

Therefore, the proposed amendment does not involve a significant reduction in a margin of safety.

Following an initial review of this application, the requested amendments have been evaluated against the standards in 10 CFR 50.92 and the NRC staff has made a proposed (preliminary) determination that the requested amendments involve no significant hazards considerations. The changes do not significantly increase the probability or consequences of any accident previously considered, nor create the possibility of an accident of a different kind, nor significantly decrease any margin of safety.

If the proposed determination that the requested license amendment involves no significant hazards consideration becomes final, the staff will issue the amendments without first offering an opportunity for a public hearing. An opportunity for a hearing will be published in the *Federal Register* at a later date and any hearing request will not delay the effective date of the amendment.

If the staff decides in its final determination that the amendment does involve a significant hazards consideration, a notice of opportunity for a prior hearing will be published in the *Federal Register* and, if a hearing is granted, it will be held before the amendment is issued.

Comments on the proposed determination of no significant hazards consideration may be (1) telephoned to Mr. Robert J. Pascarelli, Chief, Plant Licensing Branch 3-1, by collect call to 301-415-6603, or by facsimile to 301-415-2102; (2) e-mailed to Robert.Pascarelli@nrc.gov; or (3) submitted in writing to the Chief, Rulemaking and Directives Branch, Division of Administrative Services, Office of Administration, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001. All comments received by 4:00 p.m. Eastern Time on October 22, 2010, will be considered in reaching a final determination. A copy of the application may be examined electronically through the Agencywide Documents Access and Management System (ADAMS) Public Electronic Reading Room link at the NRC Web site <http://www.nrc.gov/reading-rm/adams.html> and at the Commission's Public Document Room (PDR), located at One White Flint North, Public File Area O1 F21, 11555 Rockville Pike (first

floor), Rockville, Maryland. Persons who do not have access to ADAMS or who encounter problems in accessing the documents located in ADAMS should contact the NRC PDR Reference staff by telephone at 1-800-397-4209, or 301-415-4737, or by e-mail to pdr.resource@nrc.gov.

Mr. Mark A. Schimmel
 Site Vice President
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Sincerely,

/RA/

Thomas J. Wengert, Senior Project Manager
 Plant Licensing Branch III-1
 Division of Operating Reactor Licensing
 Office of Nuclear Reactor Regulation

Docket No. 50-282

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 Public Notice

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