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SUBJECT: Summarizes conclusions from 950807, 0913 & 21 telcons re DPC 950726 proposed TS amend which would provide one-time extension of action statement associated w/yellow bus, to implement mod of degraded grid protection sys.

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November 20, 1995

U. S. Nuclear Regulatory Commission
Document Control Desk
Washington, DC 20555

Subject: Oconee Nuclear Station
Docket Nos. 50-269, -270, -287
Modification of the Degraded Grid Protection
Proposed Revision to Technical Specifications

In a letter dated July 26, 1995, Duke Power submitted a proposed Technical Specification amendment which would provide a one-time extension of the action statement that is associated with the yellow bus. The amendment will extend the action statement from 3 days to 7 days. This extension is necessary to implement a modification of the Degraded Grid Protection System.

During the NRC review of the proposed one-time extension of the yellow bus action statement, several items were discussed between the NRC and Duke through telephone calls. This letter summarizes the conclusions from the telephone calls on August 7, 1995, September 13, 1995, and September 21, 1995.

One item that was discussed involved the operability of the Standby Shutdown Facility (SSF) during the outage of the yellow bus. Duke indicated that the SSF would not be removed from service for planned reasons while the overhead power path was out of service for the modification work on the yellow bus.

The next item that was covered in the telephone calls reviewed the contribution of the overhead power path unavailability to the overall core melt frequency. At the conclusion of this discussion, Duke stated that the unavailability of the overhead power path is a relatively small contributor to the overall probability of core melt due to loss of offsite power. In addition, a one-time extension of this unavailability to 7 days from the current limit of 3 days would not significantly increase the core melt frequency.

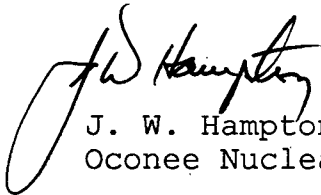
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Simultaneous switchyard activities and severe weather considerations were included in the next topic of discussion. In this discussion, Duke indicated that the implementation of the modification would not be performed with the red bus out of service. Switchyard work which is unrelated to the yellow bus outage will not be performed during the implementation of the modification. However, inspection and maintenance of the yellow bus and the connected switches will be performed while the yellow bus is out of service for the modification. In addition, the modification will not be implemented when adverse weather conditions are anticipated.

Finally, the last topic covered simultaneous work on the modification and other components in the emergency power system. At the conclusion of this discussion, Duke stated that no work will be performed during the modification installation which could affect the availability of the underground power path.

Very Truly Yours,



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