

ATTACHMENT A-1

Revise the Beaver Valley Power Station, Unit No. 1
Technical Specification as follows:

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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 electrical busses shall be energized in the specified manner with tie breakers open between redundant busses within the unit.

a. Train A A.C. Emergency Busses consisting of:

- 1) 4160-Volt Emergency Bus #1AE, and
- 2) 480-Volt Emergency Bus #8N.

b. Train B A.C. Emergency Busses consisting of:

- 1) 4160-Volt Emergency Bus #1DF, and
- 2) 480-Volt Emergency Bus #9P

c. 120-Volt A.C. Vital Bus #I energized from its associated inverter connected to D.C. Bus # 1-1

d. 120-Volt A.C. Vital Bus #II energized from its associated inverter connected to D.C. Bus # 1-2

e. 120-Volt A.C. Vital Bus #III energized from its associated inverter connected to D.C. Bus # 1-3

f. 120-Volt A.C. Vital Bus #IV energized from its associated inverter connected to D.C. Bus # 1-4

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

ACTION:

a. With one of the required trains of A.C. emergency busses not fully energized, re-energize the train 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.

ELECTRICAL POWER SYSTEMS

SURVEILLANCE REQUIREMENTS

4.8.2.1 The specified busses shall be determined energized in the required manner at least once per 7 days by verifying correct breaker alignment and indicated voltage on the busses.

ATTACHMENT A-2

Revise the Beaver Valley Power Station, Unit No. 2
Technical Specification as follows:

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ELECTRICAL POWER SYSTEMS

3/4.8.2 ONSITE POWER DISTRIBUTION SYSTEM

A.C. DISTRIBUTION - OPERATING

LIMITING CONDITION FOR OPERATION

3.8.2.1 The following A.C. electrical busses shall be OPERABLE and energized from sources of power other than the diesel generators with tie breakers open between redundant busses:

4160 volt Emergency Bus #2AE and 480V Emergency Bus #2N

4160 volt Emergency Bus #2DF and 480V Emergency Bus #2P

120 volt A.C. Vital Bus #I

120 volt A.C. Vital Bus #II

120 volt A.C. Vital Bus #III

120 volt A.C. Vital Bus #IV

APPLICABILITY: MODES 1, 2, 3, and 4

ACTION:

With less than the above complement of A.C. busses OPERABLE, restore the inoperable bus to OPERABLE status within 8 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

SURVEILLANCE REQUIREMENTS

4.8.2.1 The specified A.C. busses shall be determined OPERABLE and energized from A.C. sources other than the diesel generators at least once per 7 days by verifying correct breaker alignment and indicated power availability.

REPLACE WITH
INSERT "A"

Attachment to "A.C. Distribution - Operating"

INSERT "A"

3.8.2.1 The following electrical busses shall be energized in the specified manner with tie breakers open between redundant busses within the unit.

a. Train A A.C. Emergency Busses consisting of:

- 1) 4160-Volt Emergency Bus #2AE, and
- 2) 480-Volt Emergency Bus #2N.

b. Train B A.C. Emergency Busses consisting of:

- 1) 4160-Volt Emergency Bus #2DF and
- 2) 480-Volt Emergency Bus #2P

c. 120-Volt A.C. Vital Bus #I energized from its associated inverter connected to D.C. Bus # 2-1

d. 120-Volt A.C. Vital Bus #II energized from its associated inverter connected to D.C. Bus # 2-2

e. 120-Volt A.C. Vital Bus #III energized from its associated inverter connected to D.C. Bus # 2-3

f. 120-Volt A.C. Vital Bus #IV energized from its associated inverter connected to D.C. Bus # 2-4

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

ACTION:

a. With one of the required trains of A.C. emergency busses not fully energized, re-energize the train 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.

SURVEILLANCE REQUIREMENTS

4.8.2.1 The specified busses shall be determined energized in the required manner at least once per 7 days by verifying correct breaker alignment and indicated voltage on the busses.

Attachment B

Proposed Technical Specification Change
Unit No. 1 - Change No. 178
Unit No. 2 - Change No. 39

Safety Analysis

Description of Amendment Request

The proposed amendment would revise Technical Specification 3.8.2.1 for A.C. Distribution - Operating for Beaver Valley Power Station Units 1 and 2. This change would modify the existing Technical Specification 3.8.2.1, along with Surveillance Requirement 4.8.2.1, to more closely resemble the wording contained in the Standard Technical Specifications. The major change contained in this proposed amendment is the addition of the requirement that an operable 120 volt A.C. Vital Bus must be energized from an inverter connected to a D.C. Bus. This proposed change is consistent with the Standard Technical Specification with the following exceptions:

- 1) The requirement for the 125 volt D.C. Busses is not contained in this specification since it exists in the current specification 3.8.2.3.
- 2) The Standard Technical Specification ACTION Statement "b" has been separated into two Action Statements "b" and "c" to provide clarity on the allowable out of service times for the A.C. Vital Busses and associated inverters connected to the D.C. Busses. For the BVPS Unit 1 Technical Specification only, three typographical errors were corrected on the Bus designations.

Discussion

The proposed amendment includes operability requirements for the A.C. Vital Bus inverters by requiring that the Vital Busses be powered from inverters connected to D.C. Busses. This change was initiated due to recent NRC concerns on the A.C. Vital Bus operability requirements. The current NRC definition of an operable A.C. Vital Bus requires the Vital Bus to be powered from an inverter connected to a D.C. Bus. With this interpretation, the current BVPS Technical Specification requires an 8-hour Action Statement be imposed whenever an inverter is removed from service. This proposed amendment would change the current 8-hour Action Statement to a 2-hour Action Statement for a de-energized A.C. Vital Bus and a 24-hour Action Statement for an inoperable inverter. The current 8-hour Action Statement for an inoperable inverter is more restrictive than the allowable outage time permitted by the Standard Technical Specifications and does not provide adequate time for corrective or preventive maintenance. Based on past inverter operating history, a minimum 24-hour Action Statement is necessary to provide sufficient time to perform trouble shooting, corrective maintenance and post maintenance testing. The 2-hour and 24-hour Action Statements for a de-energized A.C. Bus and inoperable inverter, respectively, are consistent with the Standard Technical Specifications. This change is, therefore, considered safe based on the fact that the proposed amendment is adding additional operability requirements consistent with the Standard Technical Specifications. The proposed amendment will impose additional requirements to minimize the outage time on the A.C. inverters.

Attachment C

No Significant Hazard Evaluation
Proposed Technical Specification Change
Unit No. 1 - Change No. 178
Unit No. 2 - Change No. 39

Basis for Proposed No Significant Hazards Consideration Determination: The Commission has provided standards for determining whether a significant hazards consideration exists (10CFR50.92(c)). A proposed amendment to an operating license for a facility involves no significant hazards consideration if operation of the facility in accordance with the proposed amendment would not (1) involve a significant increase in the probability or consequences of an accident previously evaluated; (2) create the possibility of a new or different kind of accident from any accident previously evaluated; or (3) involve a significant reduction in a margin of safety.

The proposed change does not involve a significant hazards consideration because:

1. This change will not significantly affect the reliability or availability of the A.C. Distribution System. The Technical Specification, as revised, will continue to ensure that the A.C. Distribution System will be available to mitigate the consequences of an accident. Since this change will impose restrictions on the allowable out of service times for the inverters, which previously were not applied, this will result in an increase in the reliability and availability of the A.C. Vital Busses. Thus, this change will not result in a significant increase in the probability or consequences of a previously evaluated accident.
2. This change would not create the possibility of a new or different kind of accident from any accident previously evaluated. There would be no change to system configurations, plant equipment or analysis as a result of this proposed amendment.
3. This change would not involve a significant reduction in a margin of safety. The proposed Technical Specification will help maintain the reliability of the A.C. Distribution System. The added operability requirement for the A.C. Vital Busses along with the limited out of service times for the inverters, which are consistent with the Standard Technical Specifications, will help maintain the availability of the uninterruptible power supplies to vital plant equipment.

Based on the above considerations, it is proposed to characterize the change as involving no significant hazards considerations.

