

Public Service Electric and Gas Company P.O. Box 236 Hancocks Bridge, New Jersey 08038

Nuclear Department

Ref. LCR 82-16

January 27, 1983

Director of Nuclear Reactor Regulation U. S. Nuclear Regulatory Commission 7920 Norfolk Avenue Bethesda, Maryland 20014

Attention: Mr. Steven A. Varga, Chief Operating Reactors Branch #1 Division of Licensing

Dear Mr. Varga:

REQUEST FOR ADMENDMENT TO FACILITY OPERATING LICENSES DPR-70 AND DPR-75 SALEM GENERATING STATION UNIT NOS. 1 AND 2 DOCKET NOS. 50-272 AND 50-311

In accordance with the Atomic Energy Act of 1954, as amended, and the regulations thereunder, we hereby transmit copies of our request for amendment LCR 82-16 and our analysis of the changes to Facility Operating License DPR-70 for Salem Generating Station, Unit No. 1 and DPR-75 for Salem Generating Station, Unit No. 2.

These changes will establish system operability requirements for the transfer functions of the ECCS Semiautomatic Switchover from Safety Injection to Recirculation during a LOCA. Since the installation of the actual plant modifications are scheduled to be accomplished during the upcoming refueling outage on Unit No. 2, and at the next refueling outage on Unit No. 1, we request that implementation of the Technical Specifications requirements proposed in this change be keyed to the completion of the plant modifications on a Unit basis, such that Unit 2 Technical Specifications are implemented following the first refueling outage, and Unit 1 Technical Specifications are implemented following the fifth refueling outage.

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The Energy People



Mr. Steven A. Varga, Chief U.S. Nuclear Regulatory Commission -2- 1/27/83

These changes involve a single safety issue and are therefore determined to be a Class III and a Class I amendment as defined by 10CFR 170.22. A check in the amount of \$4,400 is enclosed.

This submittal includes three (3) signed originals and forty (40) copies.

Very truly yours,

E. A. Liden Manager - Nuclear Licensing and Regulation

Enclosures

STATE OF NEW JERSEY)) SS. COUNTY OF SALEM COUNTY OF SALEM

RICHARD A. UDERITZ, being duly sworn according to law deposes and says:

I am a Vice President of Public Service Electric and Gas Company, and as such, I find the matters set forth in our Request for Amendment LCR 82-16 dated January 27, 1983, are true to the best of my knowledge, information and belief.

RÍCHARD A. UDERITZ

Subscribed and sworn to before me this <u>31st</u>. day of <u>January</u>, 1983 Richelph B. um Fucher M. Notary Public of New Jersey

> RUDOLPH L. von FISCHER JR. Notary Public of New Jersey My Commission Expires Sept. 10, 1986

My Commission expires on

DESCRIPTION OF CHANGE

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Add the semiautomatic transfer functions to appropriate instrument tables; Table 3.3-3 ESF ACTUATION SYSTEM INSTRUMENTATION, Table 3.3-4 ESFAS INSTRUMENT TRIP SETPOINTS, Table 3.3-5 ESFAS RESPONSE TIMES, Table 4.3-2 ESFAS INSTRUMENTATION SURVEILLANCE REQUIREMENTS, Table 3.3-11a and b, ACCIDENT MONITORING INSTRU-MENTS, and delete the SJ44 valves from section 4.5.2 of ECCS Surveillance Requirements.

REASON FOR CHANGE

The proposed changes will establish system operability requirements consistent with those of protection system equipment.

SAFETY EVALUATION

This change provides a method to automatically transfer RHR pump suction from the RWST to the Containment Sump in the event of concurrent Safety Injection and RWST low level. A description of the associated plant modifications is provided in the attached design description. The automation of certain steps in the LOCA switchover procedure will save both time and RWST volume thus increasing the safety margin of all ECCS pump suctions and conserving RWST volume.

The automation of a number of steps in the switchover sequence eliminates the remote manual manipulation of six ECCS valves and the stopping and restarting of the RHR pumps. This feature of the design eliminates the possibility of operator error for those steps which are being automated in the switchover sequence. The failure of one logic train of semiautomatic switchover to recirculation to actuate does not cause the total loss of one ECCS train. The equipment remains available and operator action on a component level will effect a manual transfer to recirculation for the affected equipment.

It is therefore concluded that implementation of this change does not involve an unreviewed safety question and poses no undue risk to the health and safety of operating personnel or the general public.

BASIS FOR FEE CLASSIFICATION

The NRC has clearly identified the requirement for semiautomatic switchover in the Salem SER (Supplement 4, Section 6.3.3). This change is deemed not to involve a significant hazards consideration and is therefore determined to be a Class III amendment, and a Class I amendment for the second unit.