



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

March 29, 1994

Docket Nos. 50-317  
and 50-318

Mr. Robert E. Denton  
Vice President - Nuclear Energy  
Baltimore Gas & Electric Company  
Calvert Cliffs Nuclear Power Plant  
1650 Calvert Cliffs Parkway  
Lusby, Maryland 20657-4702

Dear Mr. Denton:

SUBJECT: SUPPLEMENTAL SAFETY EVALUATION AMENDMENT NOS. 183 AND 160 FOR  
CALVERT CLIFFS NUCLEAR POWER PLANT, UNIT NOS. 1 AND 2, RESPECTIVELY  
(TAC NOS. M86138 AND M86139)

By letter dated October 29, 1993, the Commission issued Amendment No. 183 to Facility Operating License No. DPR-53 and Amendment No. 160 to Facility Operating License No. DPR-69 for the Calvert Cliffs Nuclear Power Plant, Unit Nos. 1 and 2, respectively. A copy of the NRC staff's Safety Evaluation (SE) was enclosed. The amendments revised Technical Specification (TS) 3/4.8.2, "Onsite Power Distribution Systems AC Power Distribution - Operating," in relation to the actions to be taken if any of the 120 volt alternating current vital busses are not operable. The net effect of the TS changes was to recognize the inverter backup bus as an alternate source for a vital bus and to extend the allowed outage time of 8 hours for an inoperable vital bus to 24 hours when the vital bus is being powered from the inverter backup bus.

The NRC staff's SE indicated that the acceptance of the proposed TS changes was based, in part, on the inverter backup bus being fed from a Class 1E regulated transformer backed by an emergency diesel generator. By letter dated February 9, 1994, you informed the Commission, pursuant to 10 CFR 50.9, "Completeness and accuracy of information," that the regulating transformer and its associated bus are not Class 1E. You further indicated that the 24-hour action statement was invoked once since the TS amendments were approved. In addition, administrative controls were put into place to limit the allowed outage time to 8 hours which was the limit prior to the issuance of the amendments. By letter dated February 18, 1994, you provided corrected information and requested that the Commission reevaluate its approval of the amendments based on the updated information.

The regulating transformer is standard electrical equipment used in both safety-related and nonsafety-related circuits for this type of application. With the exception of the regulating transformer, all of the components of the inverter backup bus were purchased and qualified to Class 1E requirements. The transformer and the inverter bus are located in the cable spreading room which is a mild environment. The Seismic Qualification Utility Group (SQUG) Generic Implementation Procedure (GIP) was used to verify the seismic adequacy

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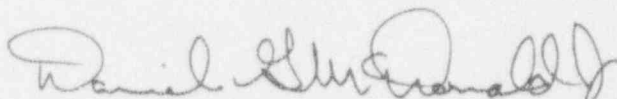
Mr. Robert E. Denton

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March 29, 1994

of the regulating transformer and the inverter backup bus. It was concluded that the transformer and inverter backup bus could perform their required safety function during and following a Calvert Cliffs Design Basis Earthquake. The NRC staff has considered this updated information and has determined that its initial conclusion is still valid. Therefore, the administrative controls can be removed and the changes approved in TS Amendment Nos. 183 and 160 can be reinstated.

Sincerely,



Daniel G. McDonald, Senior Project Manger  
Project Directorate I-1  
Division of Reactor Projects - I/II  
Office of Nuclear Reactor Regulation

cc: See next page

Mr. Robert E. Denton  
Baltimore Gas & Electric Company

Calvert Cliffs Nuclear Power Plant  
Unit Nos. 1 and 2

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Original signed by:

Daniel G. McDonald, Senior Project Manger  
Project Directorate I-1  
Division of Reactor Projects - I/II  
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