

ELECTRICAL POWER SYSTEMS

3/4.8.3 ONSITE POWER DISTRIBUTION SYSTEMS

DISTRIBUTION - OPERATING

LIMITING CONDITION FOR OPERATION

3.8.3.1 The following power distribution system divisions shall be energized:

a. A.C. power distribution:

1. Division 1, consisting of:

- a) 4160 volt A.C. bus EH11.
- b) 480 volt A.C. busses EF-1-A and EF-1-B.
- c) 480 volt A.C. MCCs EF-1-A-07, EF-1-A-08, EF-1-A-09, EF-1-A-12, EF-1-B-07, EF-1-B-08, EF-1-B-09, and EF-1-B-10/EF-1-D-10.**
- d) 120 volt A.C. distribution panels EB-1-A1 and EK-1-A1 in 480 volt MCCs EF-1-B-07 and EF-1-A-07.
- e) 120 volt A.C. bus EV-1-A energized from inverter 1R14-S012 connected to D.C. bus ED-1-A-06 *or energized from A.C. bus EF-1-B-07.*

2. Division 2, consisting of:

- a) 4160 volt A.C. bus EH12.
- b) 480 volt A.C. busses EF-1-C and EF-1-D.
- c) 480 volt A.C. MCCs EF-1-C-07, EF-1-C-08, EF-1-C-09, EF-1-C-12, EF-1-D-07, EF-1-D-08, and EF-1-D-09.
- d) 120 volt A.C. distribution panels EB-1-B1 and EK-1-B1 in 480 volt MCCs EF-1-D-07 and EF-1-C-07.
- e) 120 volt A.C. bus EV-1-B energized from inverter 1R14-S013 connected to D.C. bus ED-1-B-08 *or energized from A.C. bus EF-1-D-09.*

3. Division 3, consisting of:

- a) 4160 volt A.C. bus EH13.
- b) 480 volt A.C. MCCs EF-1-E-1 and EF-1-E-2.
- c) 120 volt A.C. distribution panel EK-1-C1 in 480 volt MCCs EF-1-E-1.

b. D.C. power distribution:

1. Division 1, consisting of 125 volt D.C. distribution panels ED-1-A-06 and MCC ED-1-A-09.

~~*One inverter may be disconnected from its D.C. source for up to 24 hours for the purpose of performing an equalizing charge on the associated battery bank provided (1) its AC bus remains OPERABLE and energized, and the AC bus associated with the other battery bank is OPERABLE and energized.~~

**480 volt MCC EF-1-B-10/EF-1-D-10 is normally energized from Division 1. Division 2 provides an alternate power source.

SIGNIFICANT HAZARDS CONSIDERATION

The standards used to arrive at a determination that a request for amendment involves no significant hazards considerations are included in the Commission's Regulations, 10 CFR 50.92, which states that the 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 previously evaluated, or (3) involve a significant reduction in a margin of safety.

The proposed amendment for deleting the requirements to maintain the primary (inverter) power supply to buses EV-1-A and EV-1-B has been reviewed with respect to these three factors and it has been determined that the proposed changes do not involve a significant hazard because:

1. The proposed change does not involve a significant increase in the probability or consequences of an accident previously evaluated:

These buses are not used as the initiator of any analyzed accidents. Therefore, the probability of any previously evaluated accident has not increased. If an accident were to occur while the buses are supplied from the alternate power supply, there would be no change in the analyzed accident scenario since even in the event of a loss of offsite power event, the safety functions would be completed. Thus, the consequences of any previously evaluated accidents have not increased.

2. The proposed change does not create the possibility of a new or different kind of accident from any previously evaluated:

The proposed change introduces no new mode of plant operation and it does not involve physical modification to the plant. Therefore, it does not create the possibility of a new or different kind of accident from any accident previously evaluated.

3. The proposed change does not involve a significant reduction in a margin of safety:

This change does not involve a significant reduction in a margin of safety since the proposed change maintains a safety related, diesel-backed power supply to these buses whether the power is supplied from the inverters or from the alternate power supply. If a loss of offsite power event were to occur while the buses were supplied from the alternate power source, the safety functions being performed by components supplied from these buses would occur. Thus, there has been no reduction in the margin of safety.