



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

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION  
RELATED TO AMENDMENT NOS. 182 AND 163 TO FACILITY OPERATING  
LICENSE NOS. DPR-70 AND DPR-75  
PUBLIC SERVICE ELECTRIC & GAS COMPANY  
PHILADELPHIA ELECTRIC COMPANY  
DELMARVA POWER AND LIGHT COMPANY  
ATLANTIC CITY ELECTRIC COMPANY  
SALEM NUCLEAR GENERATING STATION, UNIT NOS. 1 AND 2  
DOCKET NOS. 50-272 AND 50-311

1.0 INTRODUCTION

By letter dated January 4, 1996, the Public Service Electric & Gas Company (the licensee) submitted a request for changes to the Salem Nuclear Generating Station, Unit Nos. 1 and 2, Technical Specifications (TS). The requested changes would change TS 3/4.8.2.5, "28-Volt D.C. Distribution - Operating." The amendment for Unit 1 would make Unit 1 requirements similar to Unit 2 by defining the specific battery chargers that are required for each train and by restricting the use of the backup battery charger to 7 days. The amendments would for both units also require that the 28-Volt DC bus be energized for that bus to be OPERABLE.

2.0 EVALUATION

The 28-Volt DC power distribution system consists of two 28-Volt batteries and four battery chargers. Each battery has a primary charger powered from a different Vital AC bus (A or B), and a backup charger. The backup charger for both batteries is powered from the same Vital AC bus, the C bus. TS 3/4.8.2.5 for Unit 2 specifies the primary battery charger for each battery and limits the period of time that one battery can be connected to the backup charger to 7 days. These provisions preclude the possibility of both batteries being supplied from the same bus, the C bus. The proposed amendment incorporates these provisions into the TS 3/4.8.2.5 for Unit 1. Since these provisions preclude the possibility of both batteries being supplied from the same bus, are more conservative than the existing TSs, and are consistent with Unit 2 TSs, the staff finds them acceptable.

The proposed changes also require that the buses be energized in ACTION statement 3.8.2.5.a. for both units. This is consistent with the Limiting Condition for Operation 3.8.2.5 which requires that both 28-Volt DC trains be OPERABLE and energized. Therefore, the staff finds it acceptable.

### 3.0 STATE CONSULTATION

In accordance with the Commission's regulations, the New Jersey State official was notified of the proposed issuance of the amendments. By letter dated February 15, 1996, the State official had no comments.

### 4.0 ENVIRONMENTAL CONSIDERATION

The amendments change a requirement with respect to installation or use of a facility component located within the restricted area as defined in 10 CFR Part 20. The NRC staff has determined that the amendments involve no significant increase in the amounts, and no significant change in the types, of any effluents that may be released offsite, and that there is no significant increase in individual or cumulative occupational radiation exposure. The Commission has previously issued a proposed finding that the amendments involve no significant hazards consideration, and there has been no public comment on such finding (61 FR 5818). Accordingly, the amendments meet the eligibility criteria for categorical exclusion set forth in 10 CFR 51.22(c)(9). Pursuant to 10 CFR 51.22(b) no environmental impact statement or environmental assessment need be prepared in connection with the issuance of the amendments.

### 5.0 CONCLUSION

The Commission has concluded, based on the considerations discussed above, that: (1) there is reasonable assurance that the health and safety of the public will not be endangered by operation in the proposed manner, (2) such activities will be conducted in compliance with the Commission's regulations, and (3) the issuance of the amendments will not be inimical to the common defense and security or to the health and safety of the public.

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Date: April 29, 1996