Nuclear Operating Company
South Texas Project Electric Generating Station P.O. Box 289 Wadsworth, Texas 77483

May 30, 2000
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G21.02.02
10CFR50.59
STI: 31107529

U. S. Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, DC 20555

South Texas Project
Units 1 and 2
Docket Nos. STN 50-498, STN 50-499
Change to Technical Specification Bases

Reference: S. E. Thomas, South Texas Project, to Document Control Desk, dated April 19,1999 (NOC-AE-000508)

The South Texas Project Technical Specification Bases has been changed pursuant to 10CFR50.59. This change adds additional detail regarding separation issues to Technical Specification Bases section 3.8.1.1 (page 3/4 8-3).

A previous revision (reference 1) was submitted to the Nuclear Regulatory Commission to remove the reference to fast transfer capability. The Nuclear Regulatory Commission has requested that the South Texas Project replace the material that was removed in the reference above with STP specific information. Attached is a copy of the revised Technical Specification Bases page.

If there are any questions, please contact A. W. Harrison at (361) 972-7298 or me at (361) 972-7162.

S. E. Thomas
Design Engineering
Department Manager

MKJ/
Attachment: Revised Technical Specification Bases (1 page)

A001

cc:

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U. S. Nuclear Regulatory Commission
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A.C. SOURCES, D.C. SOURCES, and ONSITE POWER DISTRIBUTION (Continued)
Each offsite circuit must be capable of maintaining rated frequency and voltage, and accepting required loads during an accident, while connected to the ESF busses.

Each DG must be capable of starting, accelerating to rated speed and voltage, and connecting to its respective ESF bus on detection of bus undervoltage. This will be accomplished within [10] seconds. Each DG must also be capable of accepting required loads within the assumed loading sequence intervals, and continue to operate until offsite power can be restored to the ESF busses. These capabilities are required to be met from a variety of initial conditions such as DG in standby with the engine hot, DG in standby conditions, and DG operating in parallel test mode.

The AC sources in one train must be separate and independent (to the extent possible) of the AC sources in the other train. For the DGs, separation and independence are complete.

For the offsite AC sources, separation and independence are to the extent practical. Separation of the on-site circuits is accomplished by connecting each 4.16 kV ESF bus to a separate 13.8 kV standby or auxiliary bus. No 13.8 kV standby or auxiliary bus normally feeds more than one 4.16 kV bus.

APPLICABILITY

The AC sources are required to be OPERABLE in MODES 1, 2, 3, and 4 to ensure that:

a. Acceptable fuel design limits and reactor coolant pressure boundary limits are not exceeded as a result of anticipated operational occurrences (A00s) or abnormal transients; and

b. Adequate core cooling is provided and containment OPERABILITY and other vital functions are maintained in the event of a postulated DBA.

The AC power requirements for Modes 5 and 6 are covered in LCO 3.8.2, "AC Sources-Shutdown."

3.8.1.1 Action a.

To ensure a highly reliable power source remains with one offsite circuit inoperable, it is necessary to verify the OPERABILITY of the remaining