

October 27, 2005

Mr. Michael R. Kansler
President
Entergy Nuclear Operations, Inc.
440 Hamilton Avenue
White Plains, NY 10601

SUBJECT: JAMES A. FITZPATRICK NUCLEAR POWER PLANT - REQUEST FOR
ADDITIONAL INFORMATION REGARDING AMENDMENT APPLICATION TO
REVISE TECHNICAL SPECIFICATIONS ON DC ELECTRICAL SYSTEM
REQUIREMENTS (TAC NO. MC7204)

Dear Mr. Kansler:

On April 27, 2005, Entergy Nuclear Operations, Inc. (Entergy) submitted an application for a proposed license amendment to the Technical Specifications (TSs) for the James A. FitzPatrick Nuclear Power Plant. The proposed amendment would revise Limiting Conditions for Operation 3.8.4, "DC Sources - Operating," 3.8.5, "DC Sources - Shutdown," and 3.8.6, "Battery Cell Parameters." The proposed changes also relocate a number of battery surveillance requirements to a licensee-controlled Battery Monitoring and Maintenance Program. These changes are based on TS Task Force (TSTF) Change Traveler TSTF-360, Revision 1.

The Nuclear Regulatory Commission staff is reviewing the submittal and has determined that additional information is needed to complete its review. The specific questions are found in the enclosed request for additional information (RAI).

Please contact me at (301) 415-2901 if you have any questions on this issue.

Sincerely,

/RA/

John P. Boska, Senior Project Manager, Section 1
Project Directorate I
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket No. 50-333

Enclosure: RAI

cc w/encl: See next page

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DATE	10/25/05	10/26/05	9/28/05	10/27/05

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FitzPatrick Nuclear Power Plant

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Resident Inspector's Office
James A. FitzPatrick Nuclear Power Plant

FitzPatrick Nuclear Power Plant

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REQUEST FOR ADDITIONAL INFORMATION
REGARDING AMENDMENT APPLICATION TO REVISE TECHNICAL SPECIFICATIONS
ON DC ELECTRICAL SYSTEM REQUIREMENTS
ENTERGY NUCLEAR OPERATIONS, INC.
JAMES A. FITZPATRICK NUCLEAR POWER PLANT
DOCKET NO. 50-333

In a letter dated April 27, 2005, Agencywide Document Access and Management System accession number ML051510286, Entergy Nuclear Operations, Inc. (Entergy) submitted an application for a proposed amendment to the Technical Specifications (TSs) for the James A. FitzPatrick Nuclear Power Plant (JAFNPP). The proposed amendment would revise Limiting Conditions for Operation 3.8.4, "DC Sources - Operating," 3.8.5, "DC Sources - Shutdown," and 3.8.6, "Battery Cell Parameters." The proposed changes also relocate a number of battery surveillance requirements to a licensee-controlled Battery Monitoring and Maintenance Program. These changes are based on TS Task Force (TSTF) Change Traveler TSTF-360, Revision 1. The Nuclear Regulatory Commission (NRC) staff is reviewing the submittal and has the following questions:

- 1) Regarding your request to extend the battery charger allowed outage time (AOT) (limiting condition for operation (LCO) 3.8.4 Required ACTION A.3) to 7 days. The proposed TSs Bases for this Required ACTION state the following:

Required Action A.3 limits the restoration time for the inoperable battery charger to 7 days. This action is applicable if an alternate means of restoring battery terminal voltage to greater than or equal to the minimum established float voltage has been used (e.g., balance of plant non-Class 1E battery charger). The 7 day Completion Time reflects a reasonable time to effect restoration of the qualified battery charger to Operable status.

Describe the 'alternate means' that Entergy is crediting for this extended AOT. Additionally, the NRC staff needs to be assured that this 'alternate means' for restoring battery terminal voltage to greater than or equal to the minimum established float voltage is supported by a back-up Class 1E or non-Class 1E power source (e.g., Class 1E diesel generator). Furthermore, the 'alternate means' will need to be addressed in the JAFNPP Updated Final Safety Analysis Report since it would be credited for the 7-day AOT allowance.

The NRC staff's concern relates to a loss of offsite power or station blackout event. Without an 'alternate means' that is capable of being supplied by a Class 1E or non-Class 1E back-up power source, the affected train's battery capacity could drain to the point where the battery may not have sufficient remaining capacity to operate the supply breakers to restore power to the 4160 V safety-related buses.

- 2) Please provide the battery sizing calculation that shows the amount of total margin above the sizing requirements of Institute of Electrical and Electronics Engineers (IEEE) Standard No. 485, "IEEE Recommended Practice for Sizing Lead-Acid Batteries for

Stationary Applications."