

Docket No. 50-285

March 29, 1994

Mr. Terry L. Patterson
Division Manager - Nuclear Operations
Omaha Public Power District
Fort Calhoun Station FC-2-4 Adm.
Post Office Box 399
Hwy. 75 - North of Fort Calhoun
Fort Calhoun, Nebraska 68023-0399

Dear Mr. Patterson:

SUBJECT: FORT CALHOUN STATION, UNIT NO. 1 - AMENDMENT NO. 162 TO FACILITY
OPERATING LICENSE NO. DPR-40 (TAC NO. M83960)

The Commission has issued the enclosed Amendment No. 162 to Facility Operating License No. DPR-40 for the Fort Calhoun Station, Unit No. 1. This amendment consists of changes to the Technical Specifications in response to your application dated September 17, 1993.

The amendment makes changes to the Technical Specification (TS) to revise the minimum requirement of fuel oil that must be in the Emergency Diesel Generator (EDG) fuel oil storage tank in TS 2.7(1).

A copy of our related Safety Evaluation is also enclosed. A Notice of Issuance will be included in the Commission's next biweekly Federal Register notice.

Sincerely,

ORIGINAL SIGNED BY:
Steven Bloom, Project Manager
Project Directorate IV-1
Division of Reactor Projects - III/IV/V
Office of Nuclear Reactor Regulation

Enclosures:

1. Amendment No. 162 to DPR-40
2. Safety Evaluation

cc w/enclosures:

See next page

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

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A copy of our related Safety Evaluation is also enclosed. A Notice of Issuance will be included in the Commission's next biweekly Federal Register notice.

Sincerely,

A handwritten signature of Steven Bloom is written over a horizontal line.

Steven Bloom, Project Manager
Project Directorate IV-1
Division of Reactor Projects - III/IV/V
Office of Nuclear Reactor Regulation

Enclosures:

1. Amendment No. 162 to DPR-40
2. Safety Evaluation

cc w/enclosures:
See next page

Mr. Terry L. Patterson
Omaha Public Power District

Fort Calhoun Station, Unit 1

cc:

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

OMAHA PUBLIC POWER DISTRICT

DOCKET NO. 50-285

FORT CALHOUN STATION, UNIT NO. 1

AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 162
License No. DPR-40

1. The Nuclear Regulatory Commission (the Commission) has found that:
 - A. The application for amendment by the Omaha Public Power District (the licensee) dated September 17, 1993, complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations set forth in 10 CFR Chapter I;
 - B. The facility will operate in conformity with the application, the provisions of the Act, and the rules and regulations of the Commission,
 - C. There is reasonable assurance: (i) that the activities authorized by this amendment can be conducted without endangering the health and safety of the public, and (ii) that such activities will be conducted in compliance with the Commission's regulations;
 - D. The issuance of this license amendment will not be inimical to the common defense and security or to the health and safety of the public; and
 - E. The issuance of this amendment is in accordance with 10 CFR Part 51 of the Commission's regulations and all applicable requirements have been satisfied.

2. Accordingly, Facility Operating License No. DPR-40 is amended by changes to the Technical Specifications as indicated in the attachment to this license amendment, and paragraph 3.B. of Facility Operating License No. DPR-40 is hereby amended to read as follows:

B. Technical Specifications

The Technical Specifications contained in Appendix A, as revised through Amendment No. 162, are hereby incorporated in the license. The licensee shall operate the facility in accordance with the Technical Specifications.

3. The license amendment is effective 120-days from its date of issuance.

FOR THE NUCLEAR REGULATORY COMMISSION

William D. Beckner

William D. Beckner, Director
Project Directorate IV-1
Division of Reactor Projects - III/IV/V
Office of Nuclear Reactor Regulation

Attachment:
Changes to the Technical
Specifications

Date of Issuance: March 29, 1994

ATTACHMENT TO LICENSE AMENDMENT NO. 162

FACILITY OPERATING LICENSE NO. DPR-40

DOCKET NO. 50-285

Revise Appendix "A" Technical Specifications as indicated below. The revised pages are identified by amendment number and contain vertical lines indicating the area of change.

REMOVE PAGES

2-32
2-34
2-35
2-36
-

INSERT PAGES

2-32
2-34
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2-36
2-36a

2.0 LIMITING CONDITIONS FOR OPERATION

2.7 Electrical Systems

Applicability

Applies to the availability of electrical power for the operation of plant components.

Objective

To define those conditions of electrical power availability necessary to provide for safe reactor operation and the continuing availability of engineered safety features.

Specifications

(1) Minimum Requirements

The reactor shall not be heated up or maintained at temperatures above 300°F unless the following electrical systems are operable:

- a. Unit auxiliary power transformers TIA-1 or -2 (4,160 V).
- b. House service transformers TIA-3 and 4 (4,160 V).
- c. 4,160 V engineered safety feature buses 1A3 and 1A4.
- d. 4,160 V/480 V Transformers TIB-3A, TIB-3B, TIB-3C, TIB-4A, TIB-4B, TIB-4C.
- e. 480 V distribution buses 1B3A, 1B3A-4A, 1B4A, 1B3B, 1B3B-4B, 1B4B, 1B3C, 1B3C-4C, 1B4C.
- f. MCC No. 3A1, 3B1, 3A2, 3C1, 3C2, 4A1, 4A2, 4C1 and 4C2.
- g. 125 V d-c buses No. 1 and 2 (Panels EE-8F and EE-8G).
- h. 125 V d-c distribution panels AI-41A and AI-41B.
- i. 120V a-c instrument buses A, B, C, and D (Panels AI-40-A, B, C and D).
- j. 120V a-c instrument panels AI-42A and AI-42B.
- k. Station batteries No. 1 and 2 (EE-8A and EE-8B) including one battery charger on each 125V d-c bus No. 1 and 2 (EE-8F and EE-8G).
- l. Two emergency diesel generators (DG-1 and DG-2).
- m. One diesel fuel storage system containing a minimum volume of 16,000 gallons of diesel fuel in FO-1, and an additional 8,000 gallons of diesel fuel in FO-10.

- d. Either one of the 4.16kV engineered safeguards buses, 1A3 or 1A4 may be inoperable for up to 8 hours provided the operability of the diesel generator associated with the operable bus is demonstrated immediately and there are no inoperable required engineered safeguards components associated with the operable bus.
- e. One of each group of 4160 V/480 V Transformers (T1B-3A or 4A), (T1B-3B or 4B), and (T1B-3C or 4C) may be inoperable for up to 8 hours provided there are no inoperable required engineered safeguards components which are redundant to components on the inoperable transformer.
- f. One of the 480 V distribution buses connected to bus 1A3 or connected to bus 1A4 may be inoperable for up to 8 hours provided there are no inoperable required safeguards components which are redundant to components on the inoperable bus.
- g. Either Group of MCC No.'s (3A1, 3B1, 3A2, 3C1, 3C2,) or (4A1, 4A2, 4C1, 4C2) may be inoperable for up to 8 hours provided there are no inoperable required safeguards components which are redundant to components on the inoperable MCC. MCC 3C1 may be inoperable in excess of 8 hours if battery chargers No. 1 and No. 2 are operable.
- h. One of the four 120V a-c instrument buses (A, B, C or D) may be inoperable for 8 hours provided the reactor protective and engineered safeguards systems instrument channels supplied by the remaining three buses are all operable.
- i. Two battery chargers may be inoperable for up to 8 hours provided battery charger No. 1 (EE-8C) or No. 2 (EE-8D) is operable.
- j. Either one of the emergency diesel generators (DG-1 or DG-2) may be inoperable for up to seven days (total for both) during any month, provided there are no inoperable required engineered safeguards components associated with the operable diesel generator. If one diesel generator is inoperable, within 8 hours (regardless of when the inoperable diesel generator is restored to operability) EITHER:
 - (1) Start the other diesel generator to verify operability, OR
 - (2) Ensure the absence of common cause for the diesel generator inoperability for the other diesel generator.
- k. If inventory of diesel fuel in FO-1 is less than 16,000 gallons and/or FO-10 is less than 8,000 gallons, but the combined inventory in FO-1 and FO-10 is greater than a 6 day supply (21,350 gallons), then restore the required inventory within 48 hours.

2.0 LIMITING CONDITIONS FOR OPERATION

2.7 Electrical Systems (Continued)

- l. Island buses 1B3A-4A, 1B3B-4B, and 1B3C-4C may be inoperable for up to 8 hours provided there are no inoperable required safeguards components which are redundant to components on the inoperable bus(es).
- m. Either one of the 125V d-c buses No. 1 or 2 (Panels EE-8F or EE-8G) may be inoperable for up to 8 hours.
- n. Either one of the 125V d-c distribution panels AI-41A or AI-41B may be inoperable for up to 8 hours.
- o. Either one of the 120V a-c instrument panels AI-42A or AI-42B may be inoperable for up to 8 hours.

Basis

The electrical system equipment is arranged so that no single failure can inactivate enough engineered safeguards to jeopardize the plant safety. The 480 V safeguards are arranged on nine bus sections. The 4.16 kV safeguards are supplied from two buses.

The normal source of auxiliary power with the plant at power for the safeguards buses is from the house service power transformers being fed from the 161 Kv incoming line with on-site emergency power from either one of two diesel generators and off-site standby power via the unit auxiliary transformers.⁽¹⁾ The loss of the 161kV incoming line renders the house service transformers (T1A-3 and T1A-4) inoperable in that the transformers cannot supply power to the 4.16kV safeguards buses 1A3 and 1A4. Inoperability of the house service transformer(s) or loss of the 161kV incoming line is not reportable pursuant to 10 CFR 50.72 criteria; however, the NRC will be promptly notified of these events via the NRC Operations Center.

The two emergency diesel generators on site do not require outside power for start up or operation.

Upon loss of normal and standby power sources, the 4.16 Kv buses 1A3 and 1A4 are energized from the diesel generators. Bus load shedding, transfer to the diesel generator and pickup of critical loads are carried out automatically.⁽²⁾

When the turbine generator is out of service for an extended period, the generator can be isolated by opening motor operated disconnect switch DS-T1 in the bus between the generator and the main transformer, allowing the main transformer and the unit auxiliary power transformers (T1A-1 and T1A-2) to be returned to service.⁽³⁾ The auxiliary power transformers are not considered inoperable during these normal plant startup/shutdown realignments.

2.0

LIMITING CONDITIONS FOR OPERATION

2.7

Electrical Systems (Continued)

Equipment served by 4.16 kV and 480 V auxiliary buses and MCC's is arranged so that loss of an entire 4.16 kV bus does not compromise safety of the plant during DBA conditions. For example, if 4.16 kV bus 1A3 is lost, two raw water pumps, one low pressure safety injection pump, two high pressure safety injection pumps, one auxiliary feedwater pump, two component cooling water pumps, one containment spray pump and two containment air fans are lost. This leaves two raw water pumps, one low pressure safety injection pump, one high pressure safety injection pump, one component cooling water pump, two containment spray pumps and two containment air fans which is more than sufficient to control containment pressure below the design value during the DBA.

Each diesel generator has sufficient capacity to start and run at design load required by engineered safety features equipment. The safety features operated from one diesel generator can adequately cool the core for any loss of coolant accident and also maintain the containment pressure within the design value. The engine base tank capacity of 550 gallons on each diesel provides 3 hours running time (worst case loading) before transfer of fuel oil from the 18,000 gallon capacity emergency diesel generator fuel oil storage tank FO-1 is mandatory. Two fuel oil transfer pumps per diesel, with each being powered from the associated diesel, are available for transferring fuel oil from FO-1 to the day tanks. The minimum diesel fuel oil inventory available to the diesel generators from the emergency diesel generator fuel oil storage tank FO-1 is maintained to assure the operation of either: 1) one diesel generator at full rated design capacity for at least 3.6 days, or 2) one diesel generator at post accident load conditions for a minimum of 4.5 days.

A minimum of 8,000 gallons of diesel fuel oil is reserved in the auxiliary boiler fuel oil storage tank FO-10 for transfer to the emergency diesel generator fuel oil storage tank in the event of an emergency to extend the fuel supply for diesel generator operation to 7 days. Methods of transfer of the fuel oil from this tank to FO-1 have been established and procedures have been developed so that the transfer can be made in a timely manner without adversely impacting diesel generator operation. Therefore, a minimum diesel fuel oil inventory available to the diesel generators from the total on-site diesel fuel oil storage capacity is maintained to assure the operation of one diesel generator at the required post accident loads for 7 days. The fuel inventory is allowed below the 7 day supply, but above a 6 day supply, for a period of 48 hours. This restriction allows sufficient time for obtaining the requisite replacement volume and performing the analyses required prior to addition of fuel oil to the tank. A period of 48 hours is considered sufficient to complete restoration of the required level prior to initiating a plant shutdown as required by Specification 2.7(2). This period is acceptable based on the remaining capacity (more than 6 days), the fact that procedures are in place to obtain replenishment, and the low probability of an event during this brief period.

Additional supplies of diesel fuel oil are available in the Omaha area and from nearby terminals. Ample facilities exist to assure deliveries to the site within 24 hours.

2.0 LIMITING CONDITIONS FOR OPERATION
2.7 Electrical Systems (Continued)

One battery charger on each battery shall be operating so that the batteries will always be at full charge; this ensures that adequate d-c power will be available for all emergency uses. Each battery has one battery charger permanently connected with a third charger capable of being connected to either battery bus. The chargers are each rated for 400 amperes at 130 volts. Following a DBA the batteries and the chargers will handle all required loads. Each of the reactor protective channels instrumentation channels is supplied by one of the a-c instrument buses. The removal of one of the a-c instrument buses is permitted as the 2-of-4 logic may be manually changed to a 2-of-3 logic without compromising safety.

The engineered safeguards instrument channels use a-c instrument buses (one redundant bus for each channel) and d-c buses (one redundant bus for each logic circuit). The removal of one of the a-c instrument buses is permitted as the two of four logic automatically becomes a two of three logic.

Required engineered safeguards components, as described in Specification 2.7(2), refers to components required to be operable by other Limiting Conditions for Operation within these Technical Specifications. If no other LCO requires a particular ESF component to be operable, then its redundant component is also not required to be operable due to this specification. As an example, Specification 2.3 requires that safety injection pumps be operable prior to the reactor being made critical, and Specification 2.7 applies when the RCS is above 300°F. If the RCS is above 300°F but the reactor is not critical, then no safety injection pumps are required to be operable.

References

- (1) USAR, Section 8.3.1.2
- (2) USAR, Section 8.4.1
- (3) USAR, Section 8.2.2



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

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION
RELATED TO AMENDMENT NO. 162 TO FACILITY OPERATING LICENSE NO. DPR-40
OMAHA PUBLIC POWER DISTRICT
FORT CALHOUN STATION, UNIT NO. 1
DOCKET NO. 50-285

1.0 INTRODUCTION

By letter dated September 17, 1993, Omaha Public Power District (OPPD) submitted a request for changes to the Fort Calhoun Station, Unit No. 1 Technical Specifications (TS). The requested changes would enable the current fuel oil system configuration at Fort Calhoun Station (FCS) to meet the fuel oil storage capacity requirements of IEEE-308 as being capable of providing fuel oil for 7 days of continuous emergency diesel generator (EDG) operation following the most limiting accident.

During the licensing application for the FCS, Unit 1, a minimum of 16,000 gallons of fuel oil stored in the on-site underground dedicated emergency fuel oil storage tank (FO-1) was determined to be sufficient for 7 days of continuous EDG operation following a loss-of-coolant accident (LOCA). In September 1988, OPPD, as a result of its design basis reconstitution efforts, identified that due to the original methodology used in the fuel oil calculation and the additional loadings to EDGs (e.g. additional loadings resulting from TMI requirements, etc.) since the plant start-up, the above stated fuel oil inventory stored in fuel oil storage tank FO-1 was no longer sufficient for 7 days of continuous EDG operation following a LOCA. A minimum inventory of 24,520 gallons of fuel oil would be required in order to ensure 7 days of continuous EDG operation at the loads necessary to support and maintain safe reactor shutdown during the most limiting accident. Consequently, the licensee proposed to use the fuel oil which is stored in the on-site auxiliary boiler fuel oil storage tank (FO-10) and reserved for the auxiliary boiler and the diesel driver of the auxiliary feedwater pump (FW-54), to makeup for the required minimum inventory of fuel oil for the EDG operation following a LOCA. The auxiliary boiler was designed only to heat plant work areas and support water treatment plant operation when the plant is shutdown. The FW-54 is a non-safety grade auxiliary feedwater pump designed to provide back-up auxiliary feedwater with a diverse power source (diesel engine), diverse water supply (the condensate storage tank instead of the emergency feedwater storage tank), and diverse location (basement level of the turbine building).

2.0 EVALUATION

2.1 Existing TS

TS Section 2.7, in part, requires that:

Both diesel generators, with a full engine base day tank and a minimum of 16,000 gallons of fuel in the underground storage tank.

2.2 Proposed TS

The licensee proposed to replace the above existing requirement with the following:

One diesel fuel storage system containing a minimum volume of 16,000 gallons of diesel fuel in FO-1, and an additional 8,000 gallons of diesel fuel in FO-10.

If inventory of diesel fuel in FO-1 is less than 16,000 gallons and/or FO-10 is less than 8,000 gallons, but the combined inventory in FO-1 and FO-10 is greater than a 6 day supply (21,350 gallons), then restore the required inventory within 48 hours.

2.3 Basis for the Proposed TS

The licensee provided the following rationale for the above TS requirements:

Each diesel generator has sufficient capacity to start and run at design load required by engineered safety features equipment. The safety features operated from one diesel generator can adequately cool the core for any loss of coolant accident and also maintain the containment pressure within the design value. The engine base tank capacity of 550 gallons on each diesel provides 3 hours running time (worst case loading) before transfer of fuel oil from the 18,000 gallon capacity emergency diesel generator fuel oil storage tank FO-1 is mandatory. Two fuel oil transfer pumps per diesel, with each being powered from the associated diesel, are available for transferring fuel oil from FO-1 to the day tanks. The minimum diesel fuel oil inventory available to the diesel generators from the emergency diesel generator fuel oil storage tank FO-1 is maintained to assure the operation of either: 1) one diesel generator at full rated design capacity for at least 3.6 days, or 2) one diesel generator at post accident load conditions for a minimum of 4.5 days.

A minimum of 8,000 gallons of diesel fuel oil is reserved in the auxiliary boiler fuel oil storage tank FO-10 for transfer to the emergency diesel generator fuel oil storage tank in the event of an emergency to extend the fuel supply for diesel generator operation to 7 days. Methods of transfer of the fuel oil from this tank to FO-1 have been established and procedures have been developed so that the transfer

can be made in a timely manner without adversely impacting diesel generator operation. Therefore, a minimum diesel fuel oil inventory available to the diesel generators from the total on-site diesel fuel oil storage capacity is maintained to assure the operation of one diesel generator at the required post accident loads for 7 days. The fuel inventory is allowed below the 7 day supply, but above a 6 day supply, for a period of 48 hours. This restriction allows sufficient time for obtaining the requisite replacement volume and performing the analyses required prior to addition of fuel oil to the tank. A period of 48 hours is considered sufficient to complete restoration of the required level prior to initiating a plant shutdown as required by Specification 2.7(2). This period is acceptable based on the remaining capacity (more than 6 days), the fact that procedures are in place to obtain replenishment, and the low probability of an event during this brief period.

Additional supplies of diesel fuel oil are available in the Omaha area and from nearby terminals. Ample facilities exist to assure deliveries to the site within 24 hours.

There are two EDGs of identical design and characteristic. Dedicated fuel oil for EDG operation is supplied from the 18,000 gallon underground storage tank FO-1 with a separated supply line for each EDG. Each EDG has two fuel oil transfer pumps mounted on the engine. The pumps transfer fuel oil from FO-1 storage tank to a 300 gallon wall mounted auxiliary day tank in the EDG room. Fuel oil is then gravity fed from the auxiliary day tank to a 550 gallon engine base tank. The level in the auxiliary day tank is maintained by automatic operation of the fuel oil transfer pump in response to low and high level signals. Low or high level in the auxiliary day tank is alarmed in the control room. Low level in the engine base tank is also alarmed in the control room. The plant emergency procedures provide guidance to transfer fuel oil in storage tank FO-10 to storage tank FO-1 prior to the depletion of fuel oil in storage tank FO-1 following a LOCA.

The configuration of the fuel oil transfer system for the diesel driver of FW-54 has been modified to allow the use of the fuel oil transfer pump (FO-37) for the system to transfer fuel oil from storage tank FO-10 to storage tank FO-1. A dedicated portable hose with sufficient length is provided to connect storage tank FO-10 to storage tank FO-1. This dedicated hose will be tagged and stored in an appropriate area. Fuel oil transfer pump FO-37 is a non-safety related component; however, power can be supplied to FO-37 from either of the two EDGs or from the generator connected to the diesel driver for FW-54. The licensee indicated that as a backup to fuel oil transfer pump FO-37, a dedicated and tagged portable pump will be provided and stored in an appropriate area. Periodically, the portable pump and hose will be checked via a preventative maintenance task to ensure they are available for use.

The licensee also stated that the two fuel oil storage tanks, FO-1 and FO-10, are nearly identical with the only identified differences being the nameplate and current critical quality element classification. The capacity, foundation, construction materials, construction code, and initial pressurized

leak testing are identical for both tanks. The vendor and model number of the level indicators are the same for both fuel oil storage tanks, FO-1 and FO-10, and they have similar maintenance requirements. Therefore, based on the acceptance of storage tank FO-1 in the original licensing basis for FCS Unit 1, storage tank FO-10 can be relied on as a source of fuel oil for replenishing storage tank FO-1 in the event of an accident.

In addition to the above cited submittal, the staff reviewed the following documents during a site visit at the FCS:

- a. EC-FC-92-047, Diesel Generator Fuel Oil Requirement, Rev.0. This report documented the licensee's calculation of the fuel oil inventory (24,520 gallons) required for 7 days of continuous EDG operation following a LOCA. The staff found the calculation which was based on time-dependent loads acceptable.
- b. SO-T-16, Emergency Diesel Generator Fuel Monitoring Program, Rev. 12. This EDG fuel monitoring program required the fuel oil stored in the FO-10 storage tank to be upgraded to the same quality assurance requirements and inspections currently in effect for the fuel oil in storage tank FO-1. The staff found that these fuel oil quality monitoring requirements were consistent with the guidance described in Regulatory Guide 1.137 and would ensure reliable fuel oil quality in both FO-1 and FO-10 storage tanks at the FCS.
- c. EPIP-OSC-2, Command and Control Position Actions/Notifications, Rev.26. This was the emergency plan implementing procedure which provided guidance to arrange for fuel oil deliveries within the first twelve hours of continuous EDG operation. The staff concludes that in the event of a LOCA, arrangements are in place to replenish the storage tank FO-1 prior to its depletion.
- d. EPIP-RR-17A, TSC Administrative Logistics Coordinator Actions, Rev. 8. This was the emergency plan implementing procedure which provided guidance for aligning the temporary fuel oil transfer system to transfer fuel oil from storage tank FO-10 to storage tank FO-1. This action would only be taken in the event that new diesel fuel oil could not be delivered to the site within 20 hours of the start of the EDG(s). The staff found that this procedure and the actions to be taken for transferring fuel oil from storage tank FO-10 to storage tank FO-1 were appropriate.

The proposed TS fuel oil inventory is allowed below the 7 days supply, but above a 6 day supply, for a period of 48 hours. The staff agrees with the licensee that this restriction allows sufficient time for obtaining the requisite replacement volume and performing the analyses required prior to addition of fuel oil to the tank. Therefore, the staff finds it acceptable.

Based on its review of the licensee's rationale for the proposed TS changes, the above cited documents, and provided that an administrative control

procedure will be established to maintain the availability and readiness of the portable fuel oil transfer pump and hose and the maintenance program for storage tank FO-10 will be upgraded to the same maintenance program currently in effect for storage tank FO-1, the staff concludes that the licensee will have adequate and reliable fuel oil inventory for 7 days of continuous EDG operation following a LOCA at the FCS. Therefore, the staff finds the above proposed TS change acceptable.

3.0 STATE CONSULTATION

In accordance with the Commission's regulations, the Nebraska State official was notified of the proposed issuance of the amendment. The State official had no comments.

4.0 ENVIRONMENTAL CONSIDERATION

The amendment changes a requirement with respect to installation or use of a facility component located within the restricted area as defined in 10 CFR Part 20 and changes surveillance requirements. The NRC staff has determined that the amendment involves 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 amendment involves no significant hazards consideration, and there has been no public comment on such finding (58 FR 52991). Accordingly, the amendment meets 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 amendment.

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 amendment will not be inimical to the common defense and security or to the health and safety of the public.

Principal Contributor: D. Shum

Date: March 29, 1994