APPLICATION FOR AMENDMENT

TO

FACILITY OPERATING LICENSE NO. NPF-3

FOR

DAVIS-BESSE NUCLEAR POWER STATION

UNIT NO. 1

Enclosed are forty-three (43) copies of the requested changes to the Davis-Besse Nuclear Power Station Unit No. 1 Facility Operating License No. NPF-3, together with the Safety Evaluation for the requested change.

The proposed changes include:

1. Changes in Section 3./.1.2.d; (Auxiliary Feedwater Pump Turbine Speed Switches)
2. Changes in Sections 3.4.2, 3.4.3, 4.4.3 and Bases; (Setpoint Index for Pressurizer Electromatic Relief and Code Safety Valves)
3. Changes in Sections 4.8.1.1.2.C.2 and 4.8.1.2; (Emergency Diesel Generator)
4. Changes in Sections 3.1.3.6, 3.2.1, 3.2.5 and Figure 3.1-3a; (Administrative Errors and Safety Evaluation)
5. Changes in Section 6.5.2.2, Figures 6.2-1 and Figure 6.2-2 and (Reorganization at Toledo Edison)
6. Changes in Section 3.7.10 (Fire Barrier Penetration)

By R. P. Crouse
Vice President, Nuclear

Sworn and subscribed before me this 10th day of July, 1981.

Laurie A. Brudzinski
Notary Public

pp b/4

LAURIE A. BRUDZINSKI
Notary Public, State of Ohio
My Commission Expires May 16, 1986

Docket No. 50-346

License No. NPF-3

Serial No. 731

July 10, 1981

Attachment 1

I. Change to Davis-Besse Nuclear Power Station Unit 1, Appendix A Technical Specifications 4.7.1.2.d concerning Auxiliary Feed Pumps Turbine Speed Switches.

A. Time required to Implement
This change is to be effective upon NRC approval

B. Reason for Change (Facility Change Request 81-140)
To improve the reliability of the auxiliary feedwater system by reducing the number of valves which are required to open automatically on SFRCS actuation

C. Safety Evaluation
See attached

Safety Evaluation

This request is to delete the interlocks from the Auxiliary Feed Pump Turbine (AFPT) speed switches to valves HV-360 and HV-388 and change Tech. Spec. 4.7.1.2.d.

The only safety function of this AFPT speed switch is to prevent overfilling the steam generator with auxiliary feedwater when AFPT is running at minimum speed. This condition can only occur when the steam generator pressure is low.

There are two identical auxiliary feedwater trains in the system with three normally closed motor operated valves (two auxiliary feedwater pump outlet valves and one auxiliary feed pump turbine inlet valve) in each train that have to open to provide auxiliary feedwater to the steam generators after a SFRCS actuation. In train 1, the AFPT speed switch opens valve HV-360 (HV-388 in train 2) at AFPT speed 2800 RPM and closes the valve if the speed is 1100 RPM (the AFPT speed is dependent on steam pressure delivered to the turbine inlet valve from the steam generator). By deleting the interlocks to the AFPT speed switches, valves HV-360 and HV-388 can be left in the open position and the reliability of the Auxiliary Feedwater System is improved because it reduces the number of motor operated valves which have to be opened automatically on SFRCS actuation. The overfilling of the steam generator is still prevented at low steam pressure by the manual closing of valves HV-360 and HV-388. There is only a very remote possibility that the auxiliary feedwater system will be used for decay heat removal with low pressure conditions in the steam generator (causing the running of turbine at low speeds). Even in this event, the duration of time within which the AFPT speed will get to the minimum speed provides more than adequate time for the operator to close valves HV-360 or HV-388 if needed.

Reliability of the Auxiliary Feedwater System is also improved by providing locks on handwheels and local pushbutton stations for valves HV-360 and HV-388 so these valves cannot be inadvertently closed from outside the control room.

Since the speed switch interlocks are being deleted from these motor operated valves (HV-360 and HV-388), and also since these speed switches do not perform any other safety function, the Channel Functional Test and Channel Calibration on these speed switches in Tech. Spec. 4.7.1.2.d can be deleted. The above safety evaluation also applies to the change in Tech. Spec.

These changes do not create a safety question, therefore, this is not an unreviewed safety related issue.

pp b/5-6