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(7) Detailed Control Room Design Review (Section 18, SSER #10)

CEICO shall implement the remaining activities to complete the Detailed Control Room Design Review and correct all human engineering discrepancies (HED's) identified in Attachment 1. Attachment 1 is hereby incorporated into this license.

(8) Emergency Planning (Section 13.3, SSER #10)

In the event that the NRC finds that the lack of progress in completion of the procedures in the Federal Emergency Management Agency's final rule (44 CFR Part 350) indicates that a major substantive problem exists in achieving or maintaining an adequate state of emergency preparedness, the provisions of 10 CFR 50.54(s)(2) will apply.

(9) TDI Diesel Generator Reliability (Section 9.6.3, SSER #6, 8 & 10)

Deleted

CEICO shall comply with the requirements identified in Attachment 2 relative to the Transamerica Delaval, Inc., diesel engines. Attachment 2 is hereby incorporated into this license.

D. CEICO is exempted from: 1) the requirements of Section III.D.2(b)(ii), containment airlock testing requirements, Appendix J to 10 CFR Part 50, due to the special circumstance described in Section 6.2.6 of SER Supplement No. 7 authorized by 10 CFR 50.12(a)(2)(iii); and 2) the requirements of Section IV.F., Full Participation Exercise, of Appendix E to 10 CFR Part 50, due to the special circumstance described in the Exemption, dated November 6, 1986. These exemptions are authorized by law, will not present an undue risk to the public health and safety and are consistent with the common defense and security. The exemptions are hereby granted pursuant to 10 CFR 50.12. With the granting of these exemptions, the facility will operate, to the extent authorized herein, in conformity with the application, as amended, the provisions of the Act, and the rules and regulations of the Commission.

E. CEICO shall fully implement and maintain in effect all provisions of the physical security, guard training and qualification, and safeguards contingency plans previously approved by the Commission and all amendments and revisions to such plans made pursuant to the authority of 10 CFR 50.90 and 10 CFR 50.54(p). The plans, which contain Safeguards Information protected under 10 CFR 73.21, are entitled: "Perry Nuclear Power Plant Security Plan," with revisions submitted through May 15, 1986; "Perry Nuclear Power Plant Security Force Training and Qualification Plan," with revisions submitted through August 12, 1986; and "Perry Nuclear Power Plant Safeguards Contingency Plan" (Chapter 8 of the Security Plan), with revisions submitted through May 15, 1986.

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TRANSAMERICA DELAVAL, INC. (TDI) DIESEL ENGINE REQUIREMENTS

CEICO shall comply with the following requirements related to the TDI diesel engines:

1. Changes to the maintenance and surveillance program for the TDI diesel engines, as identified and approved by the NRC staff in the supplemental safety evaluation report in the letter dated July 8, 1986, shall be subject to the provisions of 10 CFR 50.59.
2. Crankshafts shall be inspected as follows:

The oil holes and fillets of the three main bearing journals subject to the highest torsional stresses (Nos. 4, 6, 8) shall be examined with fluorescent liquid penetrant and, as necessary, eddy current, during the one-time 5 year and each 10 year major disassembly. The same inspections on oil holes and fillets shall be performed on at least three crankpin journals between journals 3 and 8.
3. Cylinder blocks shall be inspected at intervals calculated using the cumulative damage index (CDI) model and using inspection methodologies described by Failure Analysis Associates, Inc., (FaAA) in the report entitled "Design Review of TDI R-4 Series Emergency Diesel Generator Cylinder Blocks" (FaAA-84-9-11) dated December 1984. Liquid penetrant inspection of the cylinder liner landing area shall be performed any time liners are removed.
4. The following air roll tests shall be performed as specified below, except that air rolls shall not be performed on an operable TDI Standby Diesel if the other TDI Standby Diesel is already inoperable:

The engines shall be rolled over with the airstart system and the cylinder stopcocks open prior to planned starts, unless that start occurs within 4 hours of a shutdown. The engines shall also be rolled over with the airstart system and the cylinder stopcocks open after 4 hours, but no more than 8 hours after engine shutdown and then rolled over once again approximately 24 hours after each shutdown. In the event an engine is removed from service for any reason other than the rolling over procedure prior to expiration of the 8 hour or 24 hour periods noted above, that engine need not be rolled over while it is out of service. The licensee shall air roll the engine over with the stopcocks open at the time it is returned to service. The origin of any water detected in the cylinders must be determined and any cylinder head which leaks due to a crack shall be replaced. No cylinder heads that contain a through-wall weld repair where the repair was performed from one side only shall be used on the engines.
5. If inspection of either TDI engine reveals cracks in the crankshaft or in the cylinder block between stud holes of adjacent cylinders, this condition shall be reported promptly to the NRC staff and the affected engine(s) shall be considered inoperable. The engines shall not be restored to "operable" status until the proposed disposition and/or corrective actions have been approved by the NRC staff.

SIGNIFICANT HAZARDS CONSIDERATION

The standards used to arrive at a determination that a request for amendment involves no significant hazards considerations are included in the Commission's Regulations, 10 CFR 50.92, which state that the operation of a facility in accordance with the proposed amendment would not (1) involve a significant increase in the probability or consequences of an accident previously evaluated, (2) create the possibility of a new or different kind of accident from any accident previously evaluated, or (3) involve a significant reduction in the margin of safety.

The proposed change has been reviewed with respect to these three factors and it has been determined that the proposed change does not involve a significant hazard because:

1. The proposed change does not involve a significant increase in the probability or consequences of an accident previously evaluated.

The proposed change involves the removal of license conditions associated with tear-downs and certain inspections on the Transamerica Delaval, Inc. (TDI) Emergency Diesel Generators (EDG). A failure of an EDG is not an initiating event for any Updated Safety Analysis Report (USAR) Chapter 15 accident scenario. Accordingly, there could be no increase in the probability of any accident previously evaluated. The availability and reliability of the EDGs will remain within the limits previously assumed in the safety analyses. Eliminating the disassembly and the specified inspections would actually tend to decrease the consequences of an accident because, as indicated in Topical Report TDI-EDG-001-A, "Basis for Modification to Inspection Requirements for Transamerica Delaval, Inc., Emergency Diesel Generators," this action will improve the availability of the engines for service, especially during outages, while maintaining current reliability levels. Therefore, removal of the existing conditions from the operating license will not result in an increase in the consequences of an accident previously evaluated.

2. The proposed change does not create the possibility of a new or different kind of accident from any accident previously evaluated.

The proposed removal of the license conditions associated with the TDI diesel generators does not affect the design or function of any plant system, structure, or component, nor does it change the way plant systems are operated. No modifications or additions to plant equipment are involved. Therefore, removal of the existing conditions from the operating license will not create the possibility of a new or different kind of accident from any previously evaluated.

3. The proposed change does not result in a significant reduction in the margin of safety.

The proposed removal of the EDG license conditions from the Operating License does not affect any parameters which would result in a significant reduction in margin of safety because the results of the operational data and inspections have demonstrated that the additional license conditions are not required to ensure that the EDGs will be maintained with a reliability consistent with that assumed for the safety analyses. Therefore, the proposed changes do not involve a significant reduction in the margin of safety.