



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

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION
SUPPORTING AMENDMENT NO. 67 TO FACILITY OPERATING LICENSE NO. DPR-54
SACRAMENTO MUNICIPAL UTILITY DISTRICT
RANCHO SECO NUCLEAR GENERATING STATION
DOCKET NO. 50-312

1.0 INTRODUCTION

NRC Confirmatory Order issued March 14, 1983, and revised November 10, 1983, confirmed Sacramento Municipal Utility District's (SMUD, licensee) commitments to implement those post-TMI related items set forth in NUREG-0737 (Clarification of TMI Action Plan Requirements) for which the NRC staff requested completion on or after July 1, 1983. One of the items included was Item III.D.3.4, Control Room Habitability, which was to be completed by the end of the refueling outage originally estimated to begin in November 1984 (actually began in March 1985). By letters dated August 22, 1984, December 21, 1984, February 22, 1985, and March 14, 1985, the licensee stated that the two additional emergency diesel generators needed to support the control room habitability modifications will not be operational at the end of the current refueling outage (started March 1985). The licensee, therefore, requested that the license be modified to extend the date for completion of Item III.D.3.4.

2.0 EVALUATION

Item III.D.3.4 requires that the licensee assure that control room operators will be adequately protected against the effects of an accidental release of toxic and radioactive gases and that the nuclear power plant can be safely operated or shut down under design basis accident conditions. Modifications to the facility necessary to comply with these requirements, included the replacing of the existing single train Control Room Heating, Ventilating and Air Conditioning (HVAC) system with a redundant two train HVAC system. The current single train HVAC system is automatically loaded onto the diesel generator on loss of offsite power.

To provide emergency power for ongoing modifications, including the control room habitability modifications, the licensee is installing two additional emergency diesel generators manufactured by Transamerica Delaval Inc. (TDI).

As a result of recent failures at other facilities of TDI diesel generators, the NRC staff requires that the TDI diesel qualification be verified prior to their being made operational. The licensee is participating in an owners group program to verify qualification of the

TDI diesel generators. These diesel generators were originally scheduled to be operational at the end of the March 1985 refueling outage. Due to the magnitude of this program, these diesel generators will not be operational at the end of this outage. The licensee expects to complete its diesel generator qualification prior to the next refueling outage.

Therefore, the final modification to resolve Control Room Habitability will be completed during the next refueling outage estimated to start September 1986.

By the end of the current refueling outage which started in March 1985, the installation of the redundant two train HVAC system will be completed except for final connection to the new diesel generators. The system will meet the single failure criteria of the Standard Review Plan during normal operation and for an emergency condition resulting in safety features system actuation without loss of offsite power. Because the additional diesel generator capacity will not be available at the end of the 1985 outage, only the B train can be automatically loaded onto the existing diesel generators. Therefore, during loss of offsite power, the Control Room HVAC will not meet the single failure criteria. However, the licensee stated that in the case of loss of offsite power with an associated single failure (failure of the B train), the loads on the existing diesel generator could be manipulated to allow manual loading of the A train. In addition, the licensee indicated there is ample time to manually load the A train (10 minutes) prior to its being required to maintain the Control Room environment at acceptable levels. The licensee also stated that procedures will be changed to reflect the interim installation, and the operators will be instructed on the modified procedures.

Based on (1) the NRC staff's review of the request to modify the schedule for completion of Item III.D.3.4, Control Room Habitability, (2) the fact that the two train HVAC system will be completed except for final connection to the two TDI emergency diesel generators this refueling outage, (3) the two train HVAC system is an overall improvement in control room habitability over the current single train system, (4) the licensee, prior to startup from the current refueling outage, will have modified procedures in place and operators trained to handle an offsite power loss and a single failure in the B loop, and (5) the final connection to the TDI emergency diesel generators (final step in meeting III.D.3.4 requirements) will be completed prior to startup from the refueling outage estimate to begin September 1986, the NRC staff concludes that modification of the Order to show a completion date of startup from the refueling outage currently estimated to begin in September 1986 is acceptable.

3.0 ENVIRONMENTAL CONSIDERATION

This amendment involves a delay of a required change in the installation or use of a facility component located within the restricted area as defined in 10 CFR Part 20. We have 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 this amendment involves no significant hazards consideration and there has been no public comment on such finding. Accordingly, this 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 this amendment.

4.0 CONCLUSION

We have 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, and
- (2) such activities will be conducted in compliance with the Commission's regulations and the issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public.

Dated: May 30, 1985

Principal Contributor: S. Miner