with the BWR4 Standard Technical Specification format.

Basis for proposed no significant hazards consideration determination: As required by 10 CFR 50.91(a), the licensee has provided its analysis of the issue of no significant hazards consideration, which is presented below:

....will not involve a significant increase in the probability or consequences of an accident previously evaluated.

The proposed changes restore the conservatism to the battery voltage requirements by raising the minimum acceptable terminal voltage for the 125 VDC system in order to support proper operation of the connected loads. This change will cause no change in the probability of any accident and will, by providing increased support for connected loads, provide assurance [that] the consequences of previously evaluated accidents remain within limits. Removal of the load profile table does not affect the surveillance test loading which is contained in the station procedures. The (*) footnote deletion is purely editorial and has no safety bearing. Table changes agree with the format and wording of the improved BWR4 Standard Technical Specifications.

2....will not create the possibility of a new or different kind of accident from any previously evaluated.

The revision of the battery sizing calculations did not change the design base requirement to supply the designed load for a duty cycle of 4-hours. The proposed change to the minimum acceptable battery terminal voltage for the 125 VDC system ensures proper voltages at the battery loads. No other changes to the physical plant or to the manner in which it is operated are caused by the proposed amendment; therefore, there is no new or different kind of accident created by this change.

3....will not involve a significant reduction in a margin of safety.

The revision of the battery sizing calculations did not change the design base requirement to supply the designed load for a duty cycle of 4-hours; however, battery capacity sizing parameter of end cell voltage was changed to a more conservative value to account for minimum load voltage requirements. Load profiles for these batteries were slightly modified to incorporate more precise yet conservative load current values. These batteries were evaluated using a 25% additional capacity margin for aging as required by IEEE-450. In addition, the batteries have a design margin of 5 to 10% for load growth and/or less than optimum operating condition of the battery; thereby, maintaining safety margins. Additionally, changes are comparable to the format and ACTIONS of the improved BWR4 STS. Permitting 31 days to restore a battery to within CATEGORY A and/or B limits per the improved BWR4 STS does not involve a reduction in any margin of safety since the battery, in Category C, remains operable, as discussed in the BASES.

The NRC staff has reviewed the licensee's analysis and, based on this review, it appears that the three standards of 10 CFR 50.92(c) are satisfied. Therefore, the NRC staff proposes to determine that the amendment request involves no significant hazards consideration.

Local Public Document Room location: Pennsville Public Library, 190 S. Broadway, Pennsville, New Jersey 08070

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NRC Project Director: John F. Stolz

Public Service Electric & Gas Company, Docket No. 50-354, Hope Creek Generating Station, Salem County, New Jersey

Date of amendment request: November 28, 1994

Description of amendment request: The proposed Technical Specification (TS) revisions provide as follows: (1) The setpoints and allowable values for the Average Power Range Monitor (APRM) flow-biased upscale scram/control rod block would be modified to improve operating margin in the Extended Load Line Limit Analysis (ELLLA) region; (2) The proposed changes to the Rod Block Monitor (RBM) trip function would transfer control of the setpoint and allowable value for the RBM - upscale rod block to the Core Operating Limits Report (COLR); (3) For the Reactor Coolant System (RCS) recirculation flow upscale trip function, the proposed changes would revise the trip setpoint and allowable value to reflect 105% of rated core flow.

Basis for proposed no significant hazards consideration determination: As required by 10 CFR 50.91(a), the licensee has provided its analysis of the issue of no significant hazards consideration, which is presented below:

1. Would not involve a significant increase in the probability or consequences of an accident previously evaluated.

A. Changes to APRM Flow-Biased Scram/Control Rod Block

The proposed changes to the Average Power Range Monitor (APRM) flow-biased scram/control rod block setpoints and allowable values were evaluated using NRC approved procedures and methods. The results of this evaluation are demonstrated in NEDC-31487. Application of this change in APRM flow-biased scram/control rod block setpoints and allowable values to Reload 5/Cycle 6 is confirmed in General Electric Document No. 23A7219.

Analysis presented in NEDC-31487 demonstrate that performance in the ELLLA region is within design limits for overpressure protection, stability, loss-of-coolant, containment, reactor internals, flow-induced vibration, and reactor internal pressure difference. Impact of ELLLA operation on anticipated transients without scram is evaluated in Section 7.6.1.7.2 of the UFSAR. Application of ELLLA region extension to Reload 5/Cycle 6 has been confirmed in GE Document No. 23A7219.

Because operation with the APRM flow-biased scram/control rod block setpoints and allowable values is within the bases reviewed and approved by the NRC in the UFSAR [Updated Final Safety Analysis Report], this change does not significantly increase the possibility or consequences of an accident previously evaluated.

B. Transfer of RBM Setpoint Control to the COLR

The proposed changes would transfer control of the setpoint and allowable value for the rod block monitor (RBM) - Upscale rod block to the Core Operating Limits Report (COLR). Technical Specification 6.9.1.9, ''Core Operating Limits Report,'' requires that the analytical methods used to determine core operating limits be those previously reviewed and approved by the NRC and that the core operating limits be determined such that all applicable limits of the safety analysis are met.

The setpoint and allowable value incorporate a controlling value which will be specified in the COLR and noted as such by reference in the Technical Specifications. Therefore, the setpoint and allowable value would continue to be controlled in a manner that would ensure that safety analysis limits are met and implementation of the proposed changes would not reduce the level of assurance provided by the existing Technical Specifications. Based upon the above information, we conclude that implementation of the proposed change would not significantly increase the probability or consequences of an accident previously evaluated.

C. RCS Recirculation Flow Revisions

The original analysis used to support operation up to 105% of rated core flow is contained in NEDC-31487. NEDC-31487 addresses the full range of transient and accident events associated with operation up to 105% of rated core flow. The affects of operation with the revised RCS recirculation flow upscale trip setpoint and allowable value are bounded by the analysis presented in NEDC-31487.

In addition, cycle specific analysis performed for Reload 5/Cycle 6, have incorporated the assumption of operation up to 105% of rated core flow and have confirmed that operation is within allowable design limits.

Based on the above information, we conclude that the proposed change would not significantly increase the probability or consequences of an accident previously evaluated.

2. Would not create the possibility of a new or different kind of accident from any accident previously evaluated.

A. Changes to APRM Flow-Biased Scram/Control Rod Block

The proposed changes to the APRM flow-biased scram/control rod block setpoints and allowable values would not alter the function of the APRM system nor involve any type of