accident from any accident previously evaluated.

The proposed change does not involve the installation of any new equipment or the modification of any equipment designed to prevent or mitigate the consequences of accidents or transients. Therefore, the change has no effect on any accident initiator, and no new or different type of accidents are postulated to occur.

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

The total core TIP reading uncertainties will remain within the assumptions of the licensing basis; thus, the margin of safety to the MCPR safety limits is not reduced. The ability of the computer to accurately represent nodal powers in the reactor core is not compromised. The ability of the computer to accurately predict the LHGR [linear heat generation rate], APLHGR [average planar linear heat generation rate], MCPR, and its ability to provide for LPRM calibration, are not compromised. Therefore, the margin of safety is not significantly reduced.

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: Perry Public Library, 3753 Main Street, Perry, Ohio 44081.

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NRC Project Director: Leif J. Norrholm.

TU Electric Company, Docket Nos. 50– 445 and 50–446, Comanche Peak Steam Electric Station, Units 1 and 2, Somervell County, Texas

Date of amendment request: December 6, 1994.

Brief description of amendments: The proposed amendment would revise Technical Specifications to allow appropriate remedial action for high particulate levels in the diesel generator fuel oil inventory and other out-of-limit properties in new diesel generator fuel oil that has been added to the existing diesel generator fuel oil storage inventory.

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. The proposed changes do not involve a significant increase in the probability or consequences of an accident previously evaluated.

The proposed changes allow 7 days to correct particulate contamination in the stored fuel oil for the diesel generators and 30 days to confirm or restore the adequacy of the stored fuel oil if certain properties of new fuel that has been added to the fuel oil storage inventory have been discovered to exceed the specified values. These changes do not affect plant operations and the only equipment affected are the diesel generators. The ability of the diesel generators to provide electrical power when needed is directly dependent upon, in part, having fuel oil of adequate quality. The only accident which is potentially initiated by a diesel generator failure is the station blackout event. The mitigation of many accidents is dependent upon the availability of at least one train of electrical power from an emergency diesel generator (EDG). With the proposed changes, the fuel oil should continue to have sufficient quality to assure the operability of the diesel generators until the particulate and other properties are returned to within limits. This is due in part to the existing fuel oil quality requirements that are more stringent than the vendor requires for the EDG to operate and the system of filters installed to insure good quality fuel actually reaches the EDG. Even though the margin provided in the quality of the fuel oil may be affected (see the response to question 3 below), adequate fuel oil quality is being maintained to assure the operability of the diesel generators and therefore, these changes do not involve a significant increase in the probability or consequences of an accident previously evaluated.

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

There are no hardware changes and no changes in system operations involved. These changes only affect the quality of the stored fuel oil for the diesel generators. The availability of a diesel generator has been addressed by the CPSES [Comanche Peak Steam Electric Station] design and in particular by the analysis of the station blackout event. These changes do not create the possibility of a new or different kind of accident from any accident previously evaluated.

3. The proposed changes do not involve a significant reduction in a margin of safety.

The margin of safety of interest for these changes is the quality of the stored fuel oil for the diesel generators as compared to minimum quality which will support the diesel generators ability to supply electrical power when needed. Particulate contamination increases slowly over a period of time due to the chemical breakdown of the fuel oil (or its additives or the surfaces on the tanks themselves) or due to the introduction of foreign material during refueling activities. When considered with the fact that the existing limitation of 10 mg/L was developed for engines which require much cleaner fuel oil (aircraft engines) and that the CPSES diesel engines have in line duplex fuel oil filters which can be switched while the engine is operating, the 7 days which are being provided to restore the particulate levels do not involve a significant reduction

in the margin of safety. The levels of particulate are expected to not exceed the specified value by a significant amount and the specified value is already quite conservative. Seven days is a reasonable time period in which to restore the parameter but is short enough to ensure that the contamination values do not exceed the vendors recommended fuel oil tolerances required for the EDGs to run. In a similar manner, the properties of the new fuel oil that has been added to the fuel oil storage inventory are not expected to deviate significantly from the allowed values. The testing for gravity, viscosity, flash point, clarity, water and sediment prior to adding the new fuel oil provides adequate assurance that the stored fuel oil will be of sufficient quality to support diesel generator operation. The quality of the stored fuel oil is further protected from problems being introduced by new fuel oil that has been added to the fuel oil storage inventory by the fact that the new fuel oil is generally diluted by a factor of four or more when it is added to the storage tanks by the fuel oil that is already in the tanks. Allowing 30 days to confirm or restore the properties of the stored fuel oil when a sample of new fuel that has been added to the fuel oil storage inventory has properties which exceed their specified values does not involve a significant reduction in a margin of safety

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: University of Texas at Arlington Library, Government Publications/Maps, 702 College, P.O. Box 19497, Arlington, Texas 76019.

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NRC Project Director: William D. Beckner.

TU Electric Company, Docket Nos. 50– 445 and 50–446, Comanche Peak Steam Electric Station, Units 1 and 2, Somervell County, Texas

Date of amendment request: December 7, 1994.

Brief description of amendments: The proposed amendment to the technical specifications (TSs) would: (1) revise the Comanche Peak Steam Electric Station (CPSES), Technical Specification Limiting Condition for Operation (LCO) for the main steam isolation valves (MSIVs) to increase the allowed outage time (AOT) in Mode 1; (2) relocate the MSIVs full closure time requirement to a program administratively controlled by the TS; and (3) revise the associated Bases to