

(Table 3–5), and 5.9.1c. For TS 2.1.6(1), Omaha Public Power District (OPPD) has proposed to increase the “as-found” pressurizer safety valve (PSV) lift setting tolerance band of $\pm 1\%$ to $+1\%/-3\%$ to allow for normal setpoint variance for Modes 1 and 2. The Basis of TS 2.1.6 will be revised to clarify that the PSVs are still operable and capable of performing their safety function with the wider tolerance band. The remaining revisions to TS 2.1.6 are administrative in nature to change defined terms to upper case text. OPPD has also proposed to revise (1) item 3 in Table 3–5 of TS 3.2 to require an “as-left” PSV lift setting tolerance band of $\pm 1\%$, and (2) TS 5.9.1c to remove the requirement to provide a statement in the Monthly Operating Report (MOR) concerning failures or challenges to power operated relief valves (PORV) or safety valves.

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

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

The design basis event for RCS over-pressure protection is the Loss of Load accident. The Loss of Load event was previously evaluated assuming the PSVs lift up to 6% above their setpoint. While the proposed amendment widens the tolerance band for installed PSVs, only the lower end of the band is changed; therefore, there is no adverse effect on the over-pressure protection analysis.

The proposed amendment does not change the tolerance band currently required at the conclusion of PSV surveillance testing each refueling outage. As with the current specification, the PSVs will continue to be set to within a tolerance band of $\pm 1\%$ using ASME Code test methods. As a result, the anticipated performance of the valves over the course of the subsequent operating cycle is not changed. In other words, the potential for setpoint variance exists regardless of whether the TSs are changed. The PSVs will begin each operating cycle after having been set to open within a lift setting tolerance band of $\pm 1\%$. Therefore, the probability or consequences of potential setpoint variance during an operating cycle does not change. The remaining changes provide supporting statements for the wider PSV lift setting tolerance band in the Basis of TS 2.1.6, are administrative in nature, or are in accordance with GL 97–02.

The changes in the case of the defined terms and elimination of the TS 5.9.1c

Monthly Operating Report concerning failures or challenges to PORVs or safety valves are administrative changes which do not affect the initiator of an event or prevent safety systems from performing their accident mitigation functions as assumed in the safety analysis.

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

Widening the lift setting tolerance band for installed PSVs does not create the possibility of a new or different type of accident from any previously evaluated.

The accident analyses address the lift setting tolerance band of the PSVs, and the proposed tolerance band does not adversely affect the over-pressure protection function and will not compromise RCS integrity during power operation. No physical changes to the plant are involved.

The proposed amendment does not change the tolerance band that must be met at the conclusion of PSV surveillance testing each refueling outage. As with the current Technical Specifications, the PSVs will continue to be set at a tolerance band of $\pm 1\%$ using ASME Code test methods. As a result, the anticipated performance of the valves over the course of the subsequent operating cycle is not changed. The remaining changes provide supporting statements for the wider PSV lift setting tolerance band in the Basis of TS 2.1.6, are administrative in nature, or are in accordance with GL 97–02 and thus do not create the possibility of a new or different type of accident from any previously evaluated.

The changes in the case of the defined terms and elimination of the TS 5.9.1c Monthly Operating Report concerning failures or challenges to PORVs or safety valves are administrative changes which only affect the technical specifications and do not involve a physical change to the plant. Therefore these changes do not alter assumptions made in the safety analysis and licensing basis.

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

Widening the lift setting tolerance band for installed PSVs does not involve a significant reduction in a margin of safety. The tolerance band of the PSVs is addressed in the accident analyses, and the proposed tolerance band does not adversely affect the over-pressure protection analysis. No physical changes to the plant are involved.

The proposed amendment does not change the tolerance band that must be met at the conclusion of PSV surveillance testing each refueling outage. As with the current Technical Specifications, the PSVs will continue to be set to a tolerance band of $\pm 1\%$ using ASME Code test methods. As a result, the anticipated performance of the valves over the course of the subsequent operating cycle is not changed. The remaining changes provide supporting statements for the wider PSV lift setting tolerance band in the Basis of TS 2.1.6, are administrative in nature, or are in accordance with GL 97–02.

The changes in the case of the defined terms and elimination of the TS 5.9.1c

Monthly Operating Report concerning failures or challenges to PORVs or safety valves are administrative changes which only affect the technical specifications and reporting frequency.

Therefore, the proposed changes do 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.

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Tennessee Valley Authority, Docket Nos. 50–259, 50–260 and 50–296, Browns Ferry Nuclear Plant, Units 1, 2 and 3, Limestone County, Alabama

Date of amendment request: February 19, 2003.

Description of amendment request:

The proposed amendments delete requirements from the technical specifications (TS) and other elements of the licensing bases to maintain a Post Accident Sampling System (PASS). Licensees were generally required to implement PASS upgrades as described in NUREG–0737, “Clarification of TMI [Three Mile Island] Action Plan Requirements,” and Regulatory Guide 1.97, “Instrumentation for Light-Water-Cooled Nuclear Power Plants to Assess Plant and Environs Conditions During and Following an Accident.” Implementation of these upgrades was an outcome of the lessons learned from the accident that occurred at TMI Unit 2. Requirements related to PASS were imposed by Order for many facilities and were added to or included in the TS for nuclear power reactors currently licensed to operate. Lessons learned and improvements implemented over the last 20 years have shown that the information obtained from PASS can be readily obtained through other means or is of little use in the assessment and mitigation of accident conditions.

The changes are based on NRC-approved Technical Specification Task Force (TSTF) Standard Technical Specification Change Traveler, TSTF–413, “Elimination of Requirements for a Post Accident Sampling System (PASS).” The NRC staff issued a notice of opportunity for comment in the **Federal Register** on December 27, 2001 (66 FR 66949), on possible amendments concerning TSTF–413, including a model safety evaluation and model no