

individual fuel assemblies will not change significantly as a result of increasing the initial enrichment. In addition, no change to safety related systems is being made. Therefore, the consequences of a fuel rupture accident remain unchanged. In addition, it has been shown that k_{eff} is [less than or equal to] 0.95 under all conditions. Therefore, the consequences of a criticality accident in the SFP remain unchanged as well. The above analysis ensures that the proposed reload amendment request will 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.

The analyses performed in support of this reload are in accordance with the NRC approved methods delineated in Specification 6.9.2. The predicted operating characteristics of Oconee 3 Cycle 16 are similar to previously licensed designs. The Mark B10T and Mark B11 fuel assembly designs remain mechanically compatible with all fuel handling equipment. Therefore, no new or different kind of fuel handling accident is created by the proposed amendment request.

Section 15.11 of the Oconee FSAR states that the refueling boron concentration is maintained such that a criticality accident during refueling is not considered credible. The proposed amendment request continues to assure that a criticality accident in the SFP or during refueling is not credible. The double contingency principle discussed in ANSI N-16.1-1975 and the April 1978 NRC letter allows credit for soluble boron under other abnormal or accident conditions, since only a single accident need be considered at one time. Thus, by requiring a minimum boron concentration in the SFP, a criticality accident caused by violating the SFP storage restrictions is not considered credible. Therefore, the proposed amendment request does 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 the margin of safety.

The Oconee 3 Cycle 16 design was performed using the NRC approved methods given in Specification 6.9.2. The safety limits for Oconee 3 Cycle 16 are unchanged from previous cycles. The limits and margins summarized in the Oconee 3 Cycle 16 Reload Report are well within the allowable limits and

requirements, and reflect no reductions to any margins of safety.

The proposed change does not involve a significant reduction in the margin of safety related to SFP criticality. In all cases, a k_{eff} [less than or equal to] 0.95 is maintained. Criticality analyses have been performed which show that the SFP will remain sufficiently subcritical during any fuel misplacement accident. In summary the proposed changes do not involve a significant reduction in the 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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Niagara Mohawk Power Corporation, Docket No. 50-410, Nine Mile Point Nuclear Station, Unit 2, Oswego County, New York

Date of amendment request: January 6, 1995

Description of amendment request: The proposed amendment would revise Technical Specifications (TSs) 3/4.8.1.1, "AC Sources-Operating," and 3/4.8.1.2, "AC Sources-Shutdown," to (1) revise the minimum quantity of fuel oil required in the day tanks and the storage tanks, (2) add specific actions to be taken if the storage tank levels fall below minimum requirements, (3) revise and relocate to the associated Bases the fuel oil sampling and testing criteria, and (4) add specific actions to be taken if the fuel oil properties do not meet specified limits. The proposed amendment would also revise TS 6.8.4, "Programs," to add a requirement for a diesel fuel oil testing program. The licensee stated that the proposed changes are consistent with the NRC's Improved Standard Technical Specifications (NUREG-1434).

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:

The operation of Nine Mile Point Unit 2, in accordance with the proposed amendment, will not involve a significant increase in the probability or consequences of an accident previously evaluated.

The diesel generators are not initiators or precursors to an accident previously evaluated. The diesel generators are required to provide onsite power to safe shutdown loads as assumed in the accident analysis. Therefore, the proposed changes to the diesel generator fuel oil specifications cannot significantly affect the probability of a previously evaluated accident.

The proposed change to the minimum required diesel generator fuel oil levels is based on updated calculations of fuel consumption rates. Because the updated calculations assume a lower consumption rate, the new minimum fuel oil levels are lower but still assure that a seven-day fuel oil capacity is available. Accordingly, the proposed change has no effect on the operation of the diesel generator. The proposed change to allow 48-hours to restore diesel generator fuel oil to the minimum required level does not affect short-term diesel generator operability and is acceptable based on the remaining fuel oil capacity (>6 days), initiating the process for procuring additional fuel and the low probability of an event requiring a diesel generator during this interval. Also, the proposed allowance of a limited time to restore diesel fuel oil properties to required limits will not affect the short-term operability of the diesel generator. Even with minor degradation of the fuel oil properties, the diesels will start and perform their intended function. Relocation of the testing requirements to the bases and adding a description of the Diesel Fuel Oil Testing Program to the Administrative Control section are administrative changes. The diesel fuel oil will continue to be sampled and tested in a manner to assure its quality. In summary, the changes will not adversely affect the performance or the ability of the diesel generators to perform their intended function. Therefore, the proposed changes will not significantly increase the consequences of an accident previously evaluated.

The operation of Nine Mile Point Unit 2, in accordance with the proposed amendment, will not create the possibility of a new or different kind of accident from any accident previously evaluated.

The proposed changes will revise the minimum required diesel generator fuel oil levels and requirements associated with diesel generator fuel oil properties.