

August 20, 2002

Mr. John T. Conway
Site Vice President
Nine Mile Point Nuclear Station, LLC
P.O. Box 63
Lycoming, NY 13093

SUBJECT: NINE MILE POINT NUCLEAR STATION, UNIT NO. 1 - REQUEST FOR
ADDITIONAL INFORMATION - AMENDMENT APPLICATION RE: DIESEL
GENERATOR ALLOWED OUTAGE TIME (TAC NO. MB4612)

Dear Mr. Conway:

The U.S. Nuclear Regulatory Commission (NRC) staff is reviewing the subject proposed amendment, requested by your application dated March 27, 2002. On August 9, 2002, we held a telephone conference with Messrs. S. Leonard, C. Mackaman, et al. of your staff, on comments we previously e-mailed to your staff. The e-mail is available in the Agencywide Documents Access and Management System under Accession No. ML022200195. During the telephone conference, the NRC staff agreed to delete Questions 2, 7, and 8. The enclosed Request for Additional Information (RAI) formalizes the remaining questions.

Please respond within 45 days of receipt of this RAI.

Sincerely,

/RA/

Peter S. Tam, Senior Project Manager, Section 1
Project Directorate I
Division of Licensing Project Management
Office of Nuclear Reactor Regulation

Docket No. 50-220

Enclosure: RAI

cc w/encl: See next page

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REQUEST FOR ADDITIONAL INFORMATION

NINE MILE POINT NUCLEAR STATION, UNIT NO. 1 (NMP1)

AMENDMENT APPLICATION REGARDING

EMERGENCY DIESEL GENERATOR (EDG) ALLOWED OUTAGE TIME (AOT)

- (1) Discuss the reasons and bases to extend the present AOT for an inoperable EDG from 7 to 14 days.
- (2) It is the Nuclear Regulatory Commission (NRC) staff's understanding that the purpose of the requested amendment is to allow an increased outage time during plant power operation for performing EDG inspection, maintenance, and overhaul, which would include disassembly of the EDG. EDG operability verification after a major maintenance or overhaul may require a full-load rejection test. If a full-load rejection test is performed at power, please address the following:
 - a. What would be the typical and worse-case voltage transients on the 4160-V safety buses as a result of a full-load-rejection?
 - b. If a full-load rejection test is used to test the EDG governor after maintenance, what assurance would there be that an unsafe transient condition on the safety bus (i.e., load swing or voltage transient) due to improperly performed maintenance or repair of a governor would not occur?
 - c. Using maintenance and testing experience on the EDG, identify possible transient conditions caused by improperly performed maintenance on the EDG governor and voltage regulator. Discuss the electrical system response to these transients.
 - d. Provide the tests to be performed after the overhaul to declare the EDG operable and provide justification of performing those tests at power.
- (3) What type of communication has been established between the control room operator of NMP1 and the System Load Dispatcher? Will the System Load Dispatcher be notified in advance that the EDG is going to be out for an extended period of time?
- (4) It is the NRC staff's practice to approve an EDG AOT extension for those licensees who have either installed an alternate AC source that can be substituted for an inoperable EDG, or have excess power capacity from the existing EDGs supplied through bus cross-ties that can be temporarily used to compensate for an EDG in an extended AOT. Please indicate if you have an extra power source that can be used in this capacity.
- (5) You stated that fire pumps can be used to deliver water as a feedwater make-up source to the reactor vessel. Please discuss in detail, how this will be accomplished.

Enclosure

Nine Mile Point Nuclear Station
Unit No. 1

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