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J.E. Pollock
Site Vice President
Administration

October 8, 2008

Re: Indian Point Units 2
Docket Nos. 50-247

NL-08-157

U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, DC 20555-0001

SUBJECT: Supplement to Reply to Request for Additional Information Regarding Indian Point Unit 2 Proposed Changes to Technical Specifications Regarding Diesel Generator Endurance Test Surveillance (TAC NO.MD9214)

- References:
1. NRC Letter dated September 5, 2008 "Request for Additional Information Re: Indian Point Unit 2 Request Regarding Diesel Generator Endurance Testing Surveillance (TAC NO.MD9214)"
 2. Entergy letter NL-08-101 dated July 9, 2008 regarding "Proposed Changes to Indian Point 2 Technical Specifications Regarding Diesel Generator Endurance Test Surveillance"
 3. Entergy letter NL-08-139 dated September 29, 2008 "Reply to Request for Additional Information Regarding Indian Point Unit 2 Proposed Changes to Technical Specifications Regarding Diesel Generator Endurance Test Surveillance (TAC NO.MD9214)"

Dear Sir or Madam:

Entergy Nuclear Operations, Inc (Entergy) is providing the additional information requested in Reference 1 regarding the Reference 2 submittal on Proposed Changes to Indian Point 2 Technical Specifications Regarding Diesel Generator Endurance Test Surveillance. Attachment 1 provides the supplemental information discussed in Reference 3 that would be submitted related to the Reference 1 request. There are no new commitments identified in this submittal. If you have any questions or require additional information, please contact Mr. R. Walpole, Manager, Licensing at (914) 734-6710.

ADDL
NRR

I declare under penalty of perjury that the foregoing is true and correct. Executed on October 8th, 2008.

Sincerely,



J. E. Pollock
Site Vice President
Indian Point Energy Center

Attachment: 1. Supplement to Reply to NRC Request for Additional Information Regarding Proposed Changes to Indian Point 2 Technical Specifications Regarding Diesel Generator Endurance Test Surveillance (TAC NO.MD9214)

cc: Mr. John P. Boska, Senior Project Manager, NRC NRR
Mr. Samuel J. Collins, Regional Administrator, NRC Region I
NRC Senior Resident Inspectors Office
Mr. Paul Eddy, New York State Dept. of Public Service

ATTACHMENT 1 TO NL-08-157

SUPPLEMENT TO REPLY TO NRC REQUEST FOR ADDITIONAL INFORMATION

REGARDING

PROPOSED CHANGES TO INDIAN POINT 2 TECHNICAL SPECIFICATIONS

REGARDING DIESEL GENERATOR ENDURANCE TEST SURVEILLANCE

(TAC NO.MD9214)

**ENTERGY NUCLEAR OPERATIONS, INC
INDIAN POINT NUCLEAR GENERATING UNIT NO. 2
DOCKET No. 50-247**

NRC Letter dated September 5, 2008 "Request for Additional Information Re: Indian Point Unit 2 Request Regarding Diesel Generator Endurance Testing Surveillance (TAC NO.MD9214)"

In the September 29, 2008 response it was indicated that additional information has been requested related to verification of the effects of power factor (pf) on all loading connected to the EDG, including cabling and the transformer inductance. This additional information is provided in the response below:

Response

Diesel loading studies have primarily been concerned with kW loading and losses, but similar loading information with power factor considerations is available in load flow analyses performed with offsite power available. These studies were performed under various loading scenarios, including accident and non-accident conditions, and considered the various loads powered from motor control centers. Studies considered cable, transformer, and overload heater impedances as well as the impact of static loads such as lighting. The studies were performed using SKM Power Tools software (DAPPER), and load flow analyses are performed in an iterative process that considers both kW and kVAR losses through-out the electrical system.

Accident conditions, considering safety injection with automatic loading, indicates that equivalent power factors at the 480V buses are 0.872, 0.890 and 0.881 for Buses 2A/3A (EDG22), 5A (EDG21) and 6A (EDG 23) respectively. When manual loading is considered in addition to the automatically applied loads, power factor increases slightly to 0.887, 0.901 and 0.890 for the respective buses. Manual loading under these accident scenarios is primarily the reset or re-energization of various MCCs and lighting panels. Power factors for EDG loading are expected to be similar to the above, since the same loads and MCCs are involved.

Proposed power factors for surveillance testing are conservative since these values are less than expected actual values...