



UNITED STATES
NUCLEAR REGULATORY COMMISSION

WASHINGTON, D.C. 20555-0001

September 17, 2009

Mr. Samuel L. Belcher
Vice President Nine Mile Point
Nine Mile Point Nuclear Station, LLC
P.O. Box 63
Lycoming, NY 13093

SUBJECT: REQUEST FOR ADDITIONAL INFORMATION REGARDING NINE MILE POINT NUCLEAR STATION, UNIT NO. 2, LICENSE AMENDMENT REQUEST FOR THE REMOVAL OF OPERATING MODE RESTRICTIONS FOR PERFORMING HIGH PRESSURE CORE SPRAY EMERGENCY DIESEL GENERATOR SURVEILLANCE TESTING (TAC NO. ME1042)

Dear Mr. Belcher:

By letter dated March 30, 2009, Nine Mile Point Nuclear Station, LLC requested an amendment to the Nine Mile Point Nuclear Station, Unit No. 2 (NMP2) Renewed Facility Operating License. The requested license amendment would revise NMP2 Technical Specification 3.8.1, "AC Sources – Operating," by revising certain Surveillance Requirements pertaining to the Division 3 High Pressure Core Spray Emergency Diesel Generator.

The Nuclear Regulatory Commission (NRC) staff is reviewing the information provided in that letter and has determined that additional information is needed to support its review. Enclosed is the NRC staff's request for additional information (RAI). The RAI was discussed with your staff on September 3, 2009, and it was agreed that your response would be provided within 45 days from the date of this letter.

Sincerely,

A handwritten signature in cursive script that reads "John P. Boska for".

Richard V. Guzman, Senior Project Manager
Plant Licensing Branch I-1
Division of Operating Reactor Licensing
Office of Nuclear Reactor Regulation

Docket No. 50-410

Enclosure:
As stated

cc w/encl: Distribution via Listserv

REQUEST FOR ADDITIONAL INFORMATION (RAI)
NINE MILE POINT NUCLEAR STATION, UNIT NO. 2 (NMP2)
LICENSE AMENDMENT REQUEST FOR THE REMOVAL OF OPERATING MODE
RESTRICTIONS FOR PERFORMING HIGH PRESSURE CORE SPRAY
EMERGENCY DIESEL GENERATOR SURVEILLANCE TESTING
DOCKET NO. 50-410

The Nuclear Regulatory Commission (NRC) staff is reviewing the Nine Mile Point Nuclear Station (NMPNS) submittal dated March 30, 2009. The NRC staff has determined that additional information requested below will be needed to support its review.

1. In the NMP2 Updated Safety Analysis Report, Section 8.3, regarding the High Pressure Core Spray (HPCS) emergency diesel generator (DG), it states that:

If a loss-of-offsite power occurs, a parallel-loaded diesel generator would attempt to supply power to the offsite test loads through the closed feed breakers. A set of three directional overcurrent relays will trip the offsite feed breakers when the overcurrent exceeds the preset value on the relays. The diesel generator would continue to power the HPCS bus. The diesel generator would keep running with the voltage regulator in automatic mode and the governor would remain in the droop mode until manually restored to the isochronous mode.

Regarding the above, provide the single line diagram showing the location of current and voltage transformers which feed the overcurrent relays associated with the offsite feed breakers. Also, provide the current setting of the overcurrent relays. While testing the DG in parallel mode, in the event grid voltage degrades to a value resulting in HPCS DG bus voltage marginally above the degraded voltage relay set point, explain its impact on the operation of the DG.

2. Is the HPCS DG declared inoperable during the parallel operation? If not, provide the evaluation of off-nominal DG frequency (due to droop mode) and off-nominal DG voltage (pre loss-of-coolant accident (LOCA)) on the safety-related loads fed by the DG, if a LOCA occurs and given that the DG does not automatically go from the droop mode in parallel operation to the isochronous mode if tripped from parallel mode.
3. Explain the following statement in the March 30, 2009, submittal, Enclosure Section 3.4: "Voltage transients on these buses during online testing will likely be less than those experienced when testing during shutdown conditions."

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/RA/

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Accession Number: ML092590657 *RAI provided by memo. No substantial changes made. NRR-058

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