## ATTACHMENT A

## AMENDMENT NO. 1 TO APPLICATION FOR AMENDMENT TO OPERATING LICENSE

## Technical Specification Page Revisions

Consolidated Edison Company of New York, Inc.

Indian Point Unit No. 2 Docket No. 50-247 Facility Operating License No. DPR-26

December, 1977



# TABLE 3.12-1 (SHEET 1 OF 20)

SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| Line | No.   | Snubber No. | Location | Category |
|------|-------|-------------|----------|----------|
| 1    |       | SR - M4     | AFB      | 4        |
| 1    |       | SR - M5A    | AFB      | 4        |
| . 1  | •     | SR - M5B    | AFB      | 4        |
| 1    |       | MSR - 2V    | VC 97'   | 2,3      |
| 2    |       | SR - M1     | AFB      | 4        |
| 2    | · · · | SR - M2     | AFB      |          |
| 2    | · · · | SR - M3A    | AFB      | 4        |
| 2    |       | SR - M3B    | AFB      | 4        |
| 2    |       | SR - M27    | AFB      | 4        |
| 2    |       | SR - M50    | AFB      | 4        |
| 2    | · · · | SR - M51    | AFB      | 4        |
| 2    |       | SR - M52    | AFB      | 4        |
| 3    | · .   | SR - M7     | AFB      | . 4      |
| 3    | •     | SR - M8A    | AFB      | 4        |
| 3    |       | SR - M8B    | AFB      | 4        |
| 3    |       | SR - M53    | AFB      | 4        |
| 3    | •     | MSR - 1V    | VC 96'   | 2,3      |
| 4    |       | SR - M9     | AFB      | 4        |
| 4    | •     | SR - M10A   | AFB      | 4        |
| 4    |       | SR - M10B   | AFB      | 4        |
| 4    |       | SR - M55    | AFB      | 4        |
| 4    |       | SR - M56    | AFB      | 4        |
| 5    | ·     | SR - B3     | AFB      | 4        |
| 5    | •     | SR - B4     | AFB      | 4        |

# TABLE 3.12 - 1 (SHEET 2 OF 20)

SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| Line | No. Snu                               | bber No.        | Location | Category |
|------|---------------------------------------|-----------------|----------|----------|
| 5    |                                       | SR - B9         | AFB      | 4        |
| ,6   |                                       | SR - B1         | AFB      | 4        |
| 6    |                                       | S.R – B2        | AFB      | 4        |
| 7    |                                       | SR - 87         | AFB      | 4        |
| 7    |                                       | SR - B8         | AFB      | 4        |
| 8    | · · · · · · · · · · · · · · · · · · · | SR - B5         | AFB      | 4        |
| . 8  |                                       | SR - B6         | AFB      | 4        |
| 8    |                                       | SR - B10        | AFB      | 4        |
| · 9  |                                       | SR - 55         | PAB 15'  | 4        |
| 9    |                                       | SR - 57         | PAB 15'  | 4        |
| 9    |                                       | SR - 59         | PAB      | 4        |
| . 9  |                                       | SR - 801        | VC 55'   | 3        |
| 9    |                                       | SR - 802        | VC 55'   | 3        |
| . 9  |                                       | SR - 803        | VC 55'   | 3        |
| 9    |                                       | SR - 803A       | VC 55'   | 3        |
| - 9  | •                                     | SR - 804        | VC 55'   | 3        |
| 9    |                                       | <b>SR -</b> 805 | VC 55'   | 3        |
| 9    |                                       | 9 - SR - 1      | VC 55'   | 3        |
| 10   | •                                     | SR - 60         | PAB      | 4        |
| 10   | •                                     | SR - 61         | PAB      | 4        |
| 10   |                                       | SR - 62         | PAB      | 4        |
| 10   | ;                                     | SR - 63         | PAB      | 4        |
|      |                                       |                 |          |          |

## TABLE 3.12 - 1 (SHEET 3 OF 20)

| Line No. | Snubber No. | Location   | Category   |
|----------|-------------|------------|------------|
| 10       | SR - 65     | РАВ        | 4          |
| 10       | SR - 807    | VC 59'     | 3          |
| 10       | SR - 807A   | VC 59'     | 3          |
| 10       | SR - 807B   | VC 59'     | 3          |
| 10       | SR - 807C   | VC 59'     | 3          |
| 10       | SR - 808    | VC - 59'   | 3          |
| 10       | SR - 809    | VC - 59'   | 3          |
| 10       | SR - 809A   | VC - 59'   | 3          |
| 10       | SR - 810    | VC - 59'   | 3          |
| 10       | SR - 811    | VC - 55    | 3          |
| 13       | SR - 935    | VC - 69'(I | RCP 21)3,5 |
| 13       | SR - 935    | VC - 75 (I | RCP_21)3,5 |
| 13       | SR - 936    | VC - 77'(H | RCP 21)3,5 |
| 1.3      | SR - 937    | VC - 84'(I | RCP 21)3,5 |
| 13       | SR - 937A   | VC - 84'(F | RCP 21)3,5 |
| 13       | SR - 938    | VC - 85'(F | RCP 21)3,5 |
| 13       | SR - 939    | VC - 76 (H | RCP 21)3,5 |
| 13       | SR - 1027A  | VC - 78 (H | RCP 23)3,5 |
| 13       | SR - 1028   | VC - 77'(F | RCP 23)3,5 |
| 13       | SR - 1028A  | VC - 77'(F | RCP 23)3,5 |
| 13       | SR - 1029A  | VC - 70'(F | RCP 23)3,5 |
| 13       | SR - 1030   | VC - 68'(F | RCP 23)3,5 |
| 13       | SR - 1030A  | VC - 68'(F | RCP 23)3,5 |
| 13       | SR - 1032   | VC - 77'(R | RCP 23)3,5 |

## TABLE 3.12 - 1 (SHEET 4 OF 20)

SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| Line No.  | Snubber No. | Location C        | ategory |
|-----------|-------------|-------------------|---------|
| · · · · · | · · ·       |                   |         |
| 13        | SR - 1037   | VC - 84' (RCP 23) | 3,5     |
| 1.3       | SR - 1037A  | VC - 84' (RCP 23) | 3,5     |
| 13        | SR - 1051   | VC - 84' (RCP 24) | 3,5     |
| 13        | SR - 1052   | VC - 77 (RCP 24)  | 3,5     |
| 13        | SR - 1053   | VC - 69' (RCP 24) | 3,5     |
| 13        | SR - 1058   | VC - 78' (RCP 24) | 3       |
| 13        | SR - 1059   | VC - 84' (RCP 24) | 3,5     |
| 13        | SR - 1060   | VC - 76' (RCP 24) | 3,5     |
| 13        | SR - 1079   | VC - 65' (RCP 24) | 3,5     |
| 13        | SR - 1080   | VC - 75' (RCP 24) | 3,5     |
| 13        | SR - 1081   | VC - 69' (RCP 24) | 3,5     |
| 13        | SR - 1099   | VC - 84'(RCP 22)  | 3,5     |
| 13        | SR - 1100   | VC - 76'(RCP 22)  | 3,5     |
| 13        | SR - 1101   | VC - 68'(RCP 22)  | 3,5     |
| 13        | SR - 1101A  | VC - 70'(RCP 22)  | 3       |
| 13        | SR - 1102   | VC - 84'(RCP 22)  | 3,5     |
| 13        | SR - 1103   | VC - 76'(RCP 22)  | 3,5     |
| 13        | SR - 1104   | VC - 70'(RCP 22)  | 3,5     |
| 13        | SR - 1105   | VC - 66'(RCP 22)  | 3,5     |
| 13        | SR - 1106   | VC - 65'(RCP 22)  | 3,5     |
| 13        | SR - 1124   | VC - 76'(RCP 22)  | 3,5     |
|           |             |                   |         |

## TABLE 3.12 - 1 (SHEET 5 OF 20)

| Line No. | Snubber No. | Location         | Category |
|----------|-------------|------------------|----------|
|          |             |                  |          |
| 14       | SR - 925    | VC - 85'(RCP 21) | 3,5      |
| 14       | SR - 927    | VC - 82'(RCP 21) | 3,5      |
| 14       | SR - 927A   | VC - 82'(RCP 21) | 3,5      |
| 14       | SR - 928    | VC - 76'(RCP 21) | 3,5      |
| 14       | SR - 928A   | VC - 77'(RCP 21) | 3,5      |
|          |             | •                |          |
| 14       | SR - 931    | VC - 75'(RCP 21) | 3,5      |
| 14       | SR - 969    | VC - 76'(RCP 21) | 3,5      |
| 14       | SR - 970    | VC - 76'(RCP 21) | 3,5      |
| 14       | SR - 971    | VC - 75'(RCP 21) | 3,5      |
| 14       | SR - 1035   | VC - 75'(RCP 23) | 3,5      |
| 14       | SR - 1036A  | VC - 76'(RCP 23) | 3, 5     |
| 14       | SR - 1040   | VC - 78'(RCP 23) | 3        |
| 14       | SR - 1040A  | VC - 78'(RCP 23) | 3, 5     |
| 14       | SR - 1041   | VC - 70'(RCP 23) | 3,5      |

## TABLE 3.12 - 1 SHEET 6 OF 20 )

| Line No.             | Snubber No.            | Location                       | Category           |
|----------------------|------------------------|--------------------------------|--------------------|
| 14                   | SR - 1042              | VC 70' (RCP 2                  | 23) 3,5            |
| 14                   | SR - 1045A             | VC 77' (RCP 2                  | 23) 3,5            |
| 14                   | SR - 1047              | VC 77' (RCP 2                  | 23) 3,5            |
| 14                   | SR - 1049              | VC 76' (RCP 2                  | 24) 3,5            |
| 14<br>14             | SR - 1056<br>SR - 1057 | VC 76' (RCP 2<br>VC 84' (RCP 2 | 24) 3,5<br>(4) 3,5 |
| 14                   | SR - 1057A             | VC 78' (RCP 2                  | .4) 3              |
| 14                   | SR - 1075              | VC 70' (RCP 2                  | 24) 3,5            |
| 14                   | SR - 1076              | VC 65' (RCP 2                  | .4) 3,5            |
| 14                   | SR - 1083              | VC 73' (RCP 2                  | .4) 3,5            |
| 14                   | SR - 1084              | VC 73' (RCP 2                  | 24) 3,5            |
| 14                   | SR - 1093              | VC 77' (RCP 2                  | 2) 3,5             |
| 14                   | SR - 1094              | VC 68' (RCP 2                  | 2) 3,5             |
| 14                   | SR - 1095              | VC 77' (RCP 2                  | 2) 3,5             |
| 14                   | SR - 1096              | VC 68' (RCP 2                  | 2) 3,5             |
| 14                   | SR - 1097              | VC 74' (RCP 2                  | 2) 3,5             |
| 14                   | SR - 1098              | VC 73' (RCP 2                  | 2) 3,5             |
| 14                   | 14 - SR - 1            | VC 84' (RCP 2                  | 2) 3,5             |
| 14A                  | SR - 954               | VC 67' (RCP 2                  | 1) 3,5             |
| 14A                  | SR - 955               | VC 71' (RCP 2                  | 1) 3,5             |
| 14A                  | SR - 955A              | VC 71' (RCP 2                  | <b>1)</b> 3,5      |
| 14A                  | SR - 956               | VC 76' (RCP 2                  | 1) 3,5             |
| 14A                  | SR - 1001              | VC 70' (RCP 2                  | 3) 3,5             |
| 14A                  | SR - 1002              | VC 69' (RCP 2                  | 3) 3,5             |
| 14A                  | SR - 1002A             | VC 69' (RCP 2                  | 3) 3,5             |
| 14A                  | SR - 1003              | VC 77' (RCP 2                  | 3) 3,5             |
| 14A                  | SR - 1003A             | VC 77' (RCP 2                  | 3) 3,5             |
| 14A<br>Amendment No. | SR - 1077              | VC 70' (RCP 2                  | 4) 3,5             |

## SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| Line No.                     | Snubber No.                   | Location (                          | Category    |
|------------------------------|-------------------------------|-------------------------------------|-------------|
| 14A                          | SR - 1078                     | VC 70' (RCP 24)                     | 3,5         |
| 14A                          | SR - 1120                     | VC 69' (RCP 22)                     | 3,5         |
| 14A                          | SR - 1122                     | VC 69' (RCP 22)                     | 3,5         |
| 14A                          | SR - 1123                     | VC 69' (RCP 22)                     | 3,5         |
| 15                           | SR - 7                        | PAB - 68'                           | 4           |
| 15                           | SR - 8                        | PAB - 68'                           | 4           |
| <b>15</b><br>15<br><b>15</b> | SR - 8A<br>SR - 8B<br>SR - 8C | PAB - 68'<br>PAB - 68'<br>PAB - 68' | 4<br>4<br>4 |
| 15                           | SR - 8D                       | PAB - 68'                           | 4           |
|                              |                               |                                     |             |
| 15                           | SR - 11A                      | PAB - 68'                           | 4           |
| 15                           | SR - 13B                      | PAB - 68'                           | 4           |
| 15                           | SR - 24C                      | PAB                                 | 4           |
| 15                           | SR - 31C                      | PAB                                 | 4           |
| . •                          |                               |                                     |             |
| 16                           | SR - 83B                      | PAB - 59'                           | 4,5         |
| 16                           | SR - 83C                      | PAB - 59'                           | 4,5         |
| 17                           | SR - 941                      | VC - 76 (RCP 21)                    | 3, 5        |
| 17                           | SR - 941 A                    | VC - 76' RCP 21)                    | 3, 5        |
| 17                           | SR -1010                      | VC - 77' (RCP 23)                   | 3,5         |
| 17                           | SR - 1015                     | VC - 79' (RCP 23)                   | 3,5         |
| 17                           | SR - 1063                     | VC - 77' (RCP 24)                   | 3,5         |
| 17                           | SR - 1065                     | VC - 77' (RCP 24)                   | 3,5         |
| 17                           | SR - 1069                     | VC - 70' (RCP 24)                   | 3,5         |
| 17                           | SR - 1112                     | VC - 62' (RCP 22)                   | 3,5         |
| 17                           | SR - 1113                     | VC - 69' (RCP 22)                   | 3,5         |

## TABLE 3.12 - 1 (SHEET 8 OF 20)

SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| <u>Line</u> | No.   | Snubber  | No.     | Location        | Category |
|-------------|-------|----------|---------|-----------------|----------|
| 17          |       | SR -     | 1116    | VC 69' (RCP 22) | 3,5      |
| 17          | ,     | SR -     | 1117    | VC 66' (RCP 22) | 3,5      |
| 17          |       | SR -     | 1118    | VC 69' (RCP 22) | 3,5      |
| 17          | ·.    | 17 -     | SR-1    | VC 61' (RHR)    | 3,5      |
| 17          | 2<br> | 17 -     | S R - 2 | VC 58'          | 3,5      |
| 17          |       | 17 -     | SR-3    | VC 58'          | 3,5      |
| 17          |       | 17 -     | SR-4    | VC 58'          | 3,5      |
| 19          |       | *** SR - | 307     | PAB 83' CP 22   | 4        |
| 19          |       | *** SR - | 308     | PAB 83' CP 22   | 4        |
| 19          |       | ** SR -  | 327     | PAB 83' CP 21   | 4        |
| 41          |       | ** SR -  | 301     | PAB 83' CP 22   | 4        |
| 41          |       | ** SR -  | 302     | PAB 83' CP 23   | 4        |
| 41          | •     | ** SR -  | 348     | PAB 83' CP 21   | 4        |
| 41          |       | SR -     | 949     | VC 77' (RCP 21) | 3        |
| 41          |       | SR -     | 952     | VC 76' (RCP 21) | 3        |
| 41          |       | SR -     | 952A    | VC 76' (RCP 21) | 3        |
| 41          | •     | SR -     | 953     | VC 68' (RCP 21) | 3        |
| 41          |       | SR -     | 953A    | VC 68' (RCP 21) | 3        |
| 42          |       | SR -     | 1107    | VC 70' (RCP 22) | 3        |
| 42          |       | SR -     | 1108    | VC 67' (RCP 22) | 3        |
| 42          | •     | SR -     | 1109    | VC 71' (RCP 22) | 3        |
| 42          |       | SR -     | 1111    | VC 70' (RCP 22) | 3        |
| 43          |       | SR -     | 1020    | VC 81' (RCP 23) | 3        |
| 43          | •     | SR -     | 1020A   | VC 81' (RCP 23) | 3        |
| 43          |       | SR -     | 1021    | VC 76' (RCP 23) | 3        |
| 43          | •     | SR -     | 1022    | VC 75' (RCP 23) | 3        |

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| Line No. | Snubber No. | Location        | Category |
|----------|-------------|-----------------|----------|
|          |             |                 |          |
| 43       | SR - 1023   | VC 65'(RCP 23)  | 3        |
| 43       | SR - 1024A  | VC 74'(RCP 23)  | 3        |
| 43       | SR - 1025A  | VC 65'(RCP 23)  | 3        |
| 44       | SR - 1072   | VC 68'(RCP 24)  | 3        |
| 44       | SR - 1073   | VC 69'(RCP 24)  | 3        |
| 45       | 45 - SR-83D | PAB 64'         | 4        |
| 46       | 46 - SR - 2 | VC 69' (RCP 21) | 3,5      |
|          |             |                 |          |
| 46       | 46 - SR - 3 | VC 69' (RCP 21) | 3,5      |
| •        | · .         |                 |          |
| 46       | 46 - SR-83B | PAB 64'         | 4,5      |
| 47       | 47 - SR-83C | PAB 64'         | 4,5      |
|          |             |                 |          |
| 48       | 48 - SR-83A | PAB 64'         | 4,5      |
| 51       | SR - 21     | PAB 68'         | 4        |
| 51       | SR - 21A    | PAB 68'         | 4        |
| 51       | SR - 21B    | PAB 68'         | 4        |
|          |             | -               | •        |

SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| $\mathbf{T} \mathbf{T} \mathbf{D} \mathbf{D} \mathbf{D} \mathbf{D} \mathbf{T} \mathbf{T} \mathbf{T} \mathbf{T} \mathbf{T} \mathbf{T} \mathbf{T} T$ | TABLE | 3.12 - | 1 | (SHEET 10 | OF '20 | ١. |
|--|-------|--------|---|-----------|--------|----|
|--|-------|--------|---|-----------|--------|----|

| Line           | No. | Snubber              | No.                | Location                          | Category |
|----------------|-----|----------------------|--------------------|-----------------------------------|----------|
| 51             |     | SR -                 | 24A                | PAB                               | 4        |
| 51             |     | SR -                 | 26B                | ΡΑΒ                               | 4        |
| 53             |     | 53 -                 | SR - 1             | VC 53'(RHR                        | ) 3      |
| 53             |     | 5 <b>3 –</b>         | SR - 2             | VC 53'(RHR)                       | ) 3      |
| 56             |     | 56 <b>-</b>          | SR - 1             | VC 46'                            | 3        |
| 56             |     | 56 <b>-</b>          | SR - 6             | VC 55'                            | 3        |
| 56             |     | 56 <del>-</del>      | SR - 12            | VC 56'                            | 3        |
| 56             |     | **56 <b>-</b>        | SR - 16            | VC 63'                            | 3        |
| 56             |     | **56 -               | SR - 17            | VC 64'                            | 3        |
| 57             | •   | SR -                 | 64                 | PAB 32'                           | 4        |
| 60             |     | SR –                 | 76A                | PAB 59'                           | 4        |
| 60             |     | SR -                 | 83A                | PAB 59'                           | 4        |
| 60<br>60<br>60 |     | SR –<br>SR –<br>SR – | 83D<br>73A<br>746A | PAB 59'<br>PAB 71'<br>VC 46'(PHP) | 4        |
| 60<br>60       |     | SR –<br>SR –         | 746B<br>746C       | VC 46'(RHR)<br>VC 46'(RHR)        | 3        |
| OT CT          |     | SR -                 | 881                | VC 63'                            | 3        |
| 61             | •   | 5K -                 | 887                | VC 68' (RCP                       | 24) 3    |
| 61             |     | SR -                 | 888                | VC 68'(RCP                        | 24) 3    |
| 01             |     | SR -                 | 890                | VC 78' (RCP                       | 24) 3    |
| 62             |     | SR -                 | 922A               | VC 68' (RCP                       | 24) 3    |
| 62             |     | SR -                 | 922B               | VC 68' (RCP                       | 24) 3    |
| 62             |     | SR -                 | 924                | VC 70' (RCP                       | 24) 3    |
| 62             |     | SR -                 | 924A               | VC 70' (RCP                       | 24) 3    |
| 63             | 1   | **RCH -              | 77                 | VC 46'                            | 3        |
| 64             |     | **64 -               | SR - 1             | VC 64'                            | 3        |

## TABLE 3.12 - 1 (SHEET 11 OF 20 )

## SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| Line No. | Snubber No.          | Location    | Category |
|----------|----------------------|-------------|----------|
| 64       | <b>☆☆64 - SR - 2</b> | VC 77'      | 3        |
| 64       | **64 - SR - 3        | VC 77'      | 3        |
| 64       | **64 - SR - 4        | VC 77'      | 3        |
| 64       | **64 - SR - 5        | VC 69'      | 3        |
| 64       | .☆☆64 - SR - 17      | VC 58'      | 3        |
| 64       | **64 - SR - 18       | VC 57'      | 3        |
| 64       | **64 - SR - 19       | VC 57'      | 3        |
| 64       | **64 - SR - 20       | VC 48'      | 3        |
| 70       | RCS - 5              | VC 102'     | 3        |
| 70       | RCS - 5A             | VC 102'     | 3        |
| 7.0      | RCS - 6              | VC 103'     | 3        |
| 70       | 70 - SR - 1          | VC 65' (RCI | 22)3     |
| 70       | 70 - SR - 3          | VC 85'      | 3        |
| 70       | 70 - SR - 4          | VC 65'      | 3        |
| 70       | 70 - SR - 5          | VC 68'      | 3        |
| 70       | 70 - SR - 10         | VC 125'     | 3        |
| 70       | 70 - SR - 11         | VC 125'     | 3        |
| 70       | 70 - SR - 12         | VC 123'     | 3        |
| 70       | 70 - SR - 13         | VC 123'     | 3        |
| 70       | 70 - SR - 14         | VC 125'     | 3        |
| 71       | SR - 963             | VC 76'(RCP  | 21) 3    |
| 71       | SR - 964             | VC 68'(RCP  | 21) 3    |
| 71       | SR - 964A            | VC 68'(RCP  | 21) 3    |
| 71       | SR - 967A            | VC 63'(RCP  | 21) 3    |
| 71       | 71 - SR - 1          | VC 80'(RCP  | 21) 3    |
| 72       | SR - 1126            | VC 70' (RCF | 22)3     |

## TABLE 3.12 - 1 (SHEET 12 OF 20 )

| Line No.      | Snubber No.        | Location        | Category |
|---------------|--------------------|-----------------|----------|
| 72            | SR - 1127          | VC 70' (RCP 22) | 3        |
| 72            | SR - 1128          | VC 72' (RCP 22) | 3        |
| 72            | SR - 1129          | VC 63' (RCP 22) | 3        |
| 72            | SR - 1131          | VC 63' (RCP 22) | 3        |
| 72            | 72 - SR - 1        | VC 80' (RCP 22) | 3        |
| 73            | SR - 1016          | VC 76' (RCP 23) | 3        |
| 73            | SR - 1016A         | VC 76' (RCP 23) | 3        |
| 73            | SR - 1017          | VC 69' (RCP 23) | 3        |
| 73            | SR - 1017A         | VC 69' (RCP 23) | 3        |
| 73            | SR - 1017B         | VC 68' (RCP 23) | 3        |
| 73            | SR - 1018A         | VC 65' (RCP 23) | 3        |
| 73            | <b>73 -</b> SR - 1 | VC 80' (RCP 23) | 3        |
| 74            | SR - 1085          | VC 65' (RCP 24) | 3        |
| 74            | SR - 1085A         | VC 65' (RCP 24) | 3        |
| 74            | SR - 1086          | VC 67' (RCP 24) | 3        |
| 74            | SR - 1087          | VC 68' (RCP 24) | 3        |
| <b>7 4</b> .* | SR - 1087A         | VC 70' (RCP 24) | 3        |
| 74            | SR - 1088 .        | VC 80' (RCP 24) | 3        |
| 74            | SR - 1089          | VC 68' (RCP 24) | 3        |
| 74            | SR - 1092          | VC 70' (RCP 24) | 3        |
| 79            | SR - 901           | VC 52' (RCP 21) | 3        |
| 79            | SR - 902           | VC 51' (RCP 21) | • 3      |
| 79            | SR - 903           | VC 56'          | 3        |
| 79            | SR - 904           | VC 56'          | 3        |
| 79            | SR - 905           | VC 56'          | 3        |
| 79            | SR - 906           | VC 56'          | 3        |

SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| Line No. | Snubber No.  | Location     | Category |
|----------|--------------|--------------|----------|
| 79       | SR - 907     | VC 56'       | 3        |
| 79       | SR - 908     | VC 56'       | 3        |
| 79       | SR - 909     | VC 561       | 3        |
| 79       | SR - 910     | VC 56'       | 3        |
| 79       | SR - 911     | VC 56'       | 3        |
| 79       | SR - 968A    | VC 56'       | 3        |
| 30       | SR - 915B    | VC 58'       | 3        |
| 80       | SR - 916     | VC 58'       | 3        |
| 80       | SR - 917     | VC           | 3        |
| 80       | SR - 919     | VC 46'       | 3        |
| 80       | SR - 920     | VC 46'       | 3        |
| 80       | SR - 920A    | VC 58'       | 3 ·      |
| 80       | SR - 920B    | VC 58'       | 3        |
| 93       | **SR - 750   | VC 72'       | 3        |
| 93       | **SR - 750Λ  | VC 36 (RHR)  | 3        |
| 93       | **SR - 751   | VC 74' RHR   | 3        |
| 93       | SR - 752     | VC 74' (RHR) | 3        |
| 93       | SR - 752A    | VC (RHR)     | 3        |
| 93       | SR - 753     | VC 69' (RHR) | 3        |
| 93       | **SR - 754   | VC 85'       | 3        |
| 94       | SR - 756     | VC 85' (RHR) | 3        |
| 94       | **SR - 757   | VC 87' (RHR) | 3        |
| 94       | **SR - 758   | VC 69' (RER) | 3        |
| 94       | ** SR - 758A | VC 73' (RHR) | 3        |
| 94       | SR - 759     | VC 74' RHR   | 3        |
| 94       | **SR - 760   | VC RHR       | 3        |
|          |              |              |          |

TABLE 3.12 - 1 (SHEET 14 OF 20)

SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| Line No. | Snubber No.         | Location      | Category |
|----------|---------------------|---------------|----------|
| 96       | SR - 912            | VC 58'        | 3        |
| 96       | SR - 913            | VC 62'        | 3        |
| 96       | SR - 914            | VC 58         | 3        |
| 96       | SR - 915            | VC 58         | 3        |
| 96       | SR - 915A           | VC 58'        | 3        |
| 155      | $SR - 50\dot{A}$    | PAB 15'       | 4        |
| 163      | SR - 250            | PAB 68'       | 4        |
| 163      | SR - 250A           | PAB 68'       | 4        |
| 209      | ** SR - 304         | PAB 83' CP 23 | 4        |
| 211      | ** SR <b>- 3</b> 05 | PAB 83' CP 23 | 4        |
| 212      | SR - 312            | PAB 94' CP 22 | 4        |
| 214      | ** SR - 313         | PAB 83' CP 22 | 4        |
| 215      | ** SR - 310         | PAB 83' CP 21 | 4        |
| 217      | ** SR - 311         | PAB 83' CP 21 | 4        |
| 293      | SR - 761            | VC 46' (RifR) | 3        |
| 293      | SR - 762            | VC 53' (RHR)  | 3        |
| 293      | SR - 763            | VC 65' (RHR)  | 3        |
| 293      | SR - 764            | VC 46' (RHR)  | 3        |
| 317      | SR - 766            | VC 46' (RHR)  | 3        |
| 317      | SR - 766A           | VC 54'(RHR)   | 3        |
| 317      | 317 - SR 1          | VC 57' (RHR)  | 3        |
| 318      | 318 - SR 1          | VC 53' (RHR)  | 3        |
| 318      | 318 - SR 2          | VC 46' (RHR)  | 3        |
| 318      | 318 - SR 3          | VC 54' (RHR)  | 3        |
| 318      | 318 - SR 5          | VC 90' (RHR)  | 3        |
| 342      | 342 - SR 6          | VC 96'        | 3        |
| 343      | 343 - SR 5          | VC 95'        | 3        |

TABLE 3.12 - 1 (SHEET 15 OF 20

)

## SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| Line No. | Snubber No.  | Location     | Category |
|----------|--------------|--------------|----------|
| 344      | 344 - SR - 4 | VC 95'       | 3        |
| 350      | PWR - 156    | VC 64'       | 3        |
| 351      | SR - 742     | VC 64'       | 3        |
| 351      | 351 - SR - 1 | VC 56'       | 3        |
| 351      | PWR - 127    | VC 57'       | 3        |
| 351      | PWR - 128    | VC 64'       | 3        |
| 351      | PWR - 129    | VC 46' (RHR  | ) 3      |
| 352      | SR - 713     | VC 51        | 3        |
| 352      | 352 - SR - 2 | VC 51'       | 3        |
| 352      | PWR - 152    | VC 63'       | 3        |
| 353      | SR - 736     | VC 47'       | 3        |
| 353      | SR - 737     | VC 47'       | 3        |
| 353      | SR - 737A    | VC 49'       | 3        |
| 353      | PWR - 147A   | VC 59'       | 3        |
| - 353    | PWR - 148    | VC 60'       | 3        |
| 355      | SR - 748     | VC 55' (RHR) | ) 3      |
| 356      | SR - 708     | VC 55' (RHR  | ) 3      |
| 356      | SR - 714     | VC 62 (RHR)  | ) 3      |
| 356      | SR - 715     | VC 62' (RHR  | ) 3      |
| 356      | SR - 716     | VC 61'(RHR)  | 3        |
| 356      | SR - 717     | VC 62' (RHR  | ) 3      |
| 356      | SR - 718     | VC 62' (RHR  | ) 3      |
| 356      | SR - 718A    | VC 62' (RHR  | ) 3      |
| 356      | SR - 719     | VC 55' (RHR  | ) 3      |
| 356      | SR - 720     | VC 64' (RHR  | ) 3      |
| 356      | SR - 747     | VC 57' (RHR  | ) 3      |

## TABLE 3.12 - 1 (SHEET 16 OF 20)

| Line No. | Snubber No.   | Location            | Category |
|----------|---------------|---------------------|----------|
| 356      | 356 - SR 1    | VC 56' (RHR)        | 3        |
| 358      | SR - 738A     | VC 55'              | 3        |
| 358      | SR - 738B     | VC 55' (RHR)        | 3        |
| 361      | SR - 749      | VC 54' (RHR)        | 3        |
| 361      | SR - 749A     | VC 55' (RHR)        | 3        |
| 361      | SR - 749B     | VC 57' (RHR)        | 3        |
| 361      | SR - 749C     | VC 55' (RHR)        | 3        |
| 361      | SR - 755      | VC 57' (RHR)        | 3        |
| 361      | SR - 756      | VC 72' (RHR)        | 3        |
| 361      | 361 - SR - 1  | LO VC 64' (RHR)     | 3        |
| 413      | SR - 376A     | DGB/PAB             | 4        |
| 413      | SR - 395A     | DGB/PAB             | 4        |
| 414      | SR - 377A     | DGB/PAB             | 4        |
| 414      | SR - 396A     | DGB/PAB             | 4        |
| 518      | SR - 71A      | PAB 59'             | 4        |
| 577      | 577 - SR - 1  | .5 VC 46'           | 3,5      |
| 577      | 577 - SR - 1  | .7 VC 46' (RHR)     | 3,5      |
| 3 C D    | 3CD - SR - 1  | .3 AFB 15'          | 4        |
| 3CD      | 3CD - SR - A  | 13 AFB 15'          | 4        |
| 12CD     | SR-V2OA       | AFB 53'             | 4        |
| 12CD     | S R – V 2 O B | AFB 40 <sup>°</sup> | 4        |
| 12CD     | SR-V21A       | AFB TOP             | 4        |
| 12CD     | SR-V21B       | AFB TOP             | 4        |
| BFD      | SR-471A       | AFB 15'             | 4,5      |
| BFD      | SR-472A       | AFB 15'             | 4,5      |
| BFD      | SR-473A       | AFB 15'             | 4,5      |

TABLE 3.12 - 1 (SHEET 17 OF 20)

SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

| Line No.     | Snubber No.         | Location           | Category |
|--------------|---------------------|--------------------|----------|
| BFD          | SR - 474A           | AFB 15'            | 4,5      |
| BFD          | SR - 475A           | AFB 15'            | 4,5      |
| BFD          | SR - 484A           | AFB 15'            | 4,5      |
| BFD          | SR - 486A           | AFB 15'            | 4,5      |
| BFD          | SR - 490A           | AFB 15'            | 4,5      |
| BFD          | SR - 492A           | AFB 15'            | 4,5      |
| BFD          | SR - 494A           | AFB 15'            | 4,5      |
| BFD          | SR - 496A           | AFB 15'            | 4,5      |
| BFD          | SR - A11            | AFB 54'            | 4,5      |
| BFD<br>BFD 2 | SR - A24<br>SR - A8 | AFB 48'<br>AFB 52' | 4,5      |
| BFD 2        | SR - A9             | AFB 52'            | 4,5      |
| BFD 2        | SR - 464A           | AFB 52'            | 4,5      |
| BFD 2        | SR - 465A           | AFB 52'            | 4,5      |
| BFD 2        | SR - 466A           | AFB 52'            | 4,5      |
| MS 3         | SR - 499            | AFB 65'            | 4,5      |
| MS 3         | SR - 500            | AFB 65'            | 4,5      |
| MS 3         | SR - 501            | AFB 65'            | 4,5      |
| MS 3         | SR - 501A           | AFB 65'            | 4,5      |
| MS 3         | SR - 501B           | AFB 65'            | 4,5      |
| MS 3         | SR - 502            | AFB 65'            | 4,5      |
| MS 3         | SR - 503            | AFB 65'            | 4,5      |
| MS 3         | SR - 503A           | AFB 65'            | 4,5      |
| MS 3         | SR - 503B           | AFB 65'            | 4,5      |
| MS 3         | SR - 505            | AFB 54 '           | 4,5      |
| MS 3         | SR - 506            | AFB 53'            | 4,5      |
| MS 3         | SR - 507            | AFB 35'            | 4,5      |
| MS 3         | SR - 507A           | AFB 55'            | 4,5      |
|              |                     |                    |          |

TABLE 3.12 - 1 (SHEET 18 OF 20)

| SAFETY RELATED SHOCK SUPPRESSORS (SNUB | BERS) |
|--|-------|
|--|-------|

| Line No.           | Snubber No. | Location | Category |
|--------------------|-------------|----------|----------|
| MS 3               | SR - 507B   | AFB 48'  | 4,5      |
| MS 3               | SR - M 20   | AFB 35'  | 4,5      |
| MS 3               | SR - M 20A  | AFB 15'  | 4,5      |
| MS 3               | SR - M 20B  | AFB 15'  | 4,5      |
| MS 3               | SR - M 21A  | AFB 15'  | 4,5      |
| MS 3               | SR - M 21B  | AFB      | 4,5      |
| MS 3               | SR - M 22A  | AFB 15   | 4,5      |
| MS 3               | SR - M 22B  | AFB 15'  | 4,5      |
| MS 3               | SR - M 23B  | AFB 15'  | 4,5      |
| MS 3               | SR - M 24   | AFB 15'  | 4,5      |
| PCA 3              | SR - 432    | PAB 59'  | 4,5      |
| V 3                | SR - M25    | AFB      | 4        |
| V 3                | SR - M26    | AFB      | 4        |
| V 3                | SR - M28    | AFB      | 4        |
| V 3                | SR - M29    | AFB 65'  | 4        |
| V 3                | SR - M30    | AFB 65'  | 4        |
| V 3                | SR - M31    | AFB 65'  | 4        |
| V 3                | SR - M33    | AFB      | 4        |
| V 3                | SR - M32    | AFB      | 4        |
| V 5                | SR - M35    | AFB      | 4        |
| V 5                | SR - M36    | AFB      | 4        |
| V 5                | SR - M38    | AFB      | 4        |
| V 5 S              | SR - M34    | AFB      | 4        |
| V5 S               | SR - M37    | AFB 75'  | 4        |
| V 6                | SR - M39    | AFB 65'  | 4        |
| V 6                | SR - M40    | AFB 65'  | 4        |
| V6<br>mendment No. | SR - M41    | AFB 65'  | 4        |

TABLE 3.12 - 1 (SHEET 19 OF 20)

SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

|       | Line No.                              | Snubber No.  | Location  | Category         |
|-------|---------------------------------------|--|---|------------------|
|       | V 6                                   | SR-M 42  | AFB   | 4                |
|       | V 6                                   | SR-M 43  | AFB   | 4                |
|       |                                       | SR-M54   | AFB   | 4                |
|       | 56                                    | SR-83E   | PAB 59'   | 4                |
|       |                                       | SR-524   | AFB 54'   | 4                |
|       | · · · · · · · · · · · · · · · · · · · | SR-765   |   | 3                |
|       | 19                                    | SR-896   |   | 3                |
| Steam | Gen.                                  |  |   |                  |
|       | #21                                   | SG21-1 thru SG21-4   | VC - E1.94'   | 2,3              |
|       | #21                                   | SG21-5 and SG21-6  | VC - E1.46'   | 2,3              |
| ,     | #22                                   | SG22-1 thru SG22-4   | VC - E1.94'   | 2,3              |
|       | #22                                   | SG22-5 and SG22-6  | VC - E1.46'   | 2,3              |
|       | #23                                   | SG23-1 thru SG23-4   | VC - E1.94'   | 2,3              |
|       | #23                                   | SG23-5 and SG23-6  | VC - E1.46'   | 2,3              |
|       | #24                                   | SG24-1 thru SG24-4   | VC - E1.94'   | 2,3              |
|       | #24                                   | SG24-5 and SG24-6  | VC - E1.46'   | 2,3              |
|       | <u>NOTES</u> :                        |  |   |                  |
|       | (1) Loca                              | ation: AFB - Aux. Boil<br>Bridge Ar<br>PAB - Primary A<br>VC - Containme | er Feed Pump Bld<br>ea<br>uxiliary Buildin<br>nt Building             | g. and Pipe<br>g |
|       |                                       | RCP - Reactor C<br>CP - Charging<br>SG - Steam Gen<br>DGB - Diesel Ge:   | neal Removal Exc<br>oolant Pump<br>Pump<br>erator<br>nerator Building | nanger Area      |

## TABLE 3.12-1 (SHEET 20 of 20)

#### SAFETY RELATED SHOCK SUPPRESSORS (SNUBBERS)

## NOTES:

- (2) Categories:
  - Snubber in high radiation area during shutdown.\*
     Snubber especially difficult to remove. (Because of size and location).

 Snubber inaccessible during normal operation. (Because of high radiation and/or temperature environment).

- 4. Snubber accessible during normal operation.
  5. Snubber not to be considered for satisfying the functional testing requirements of Specification 4.12.4 per ASME Code Section XI paragraph IWB-1220 for Quality Group A components, paragraph IWC-1220 for Quality Group B components and paragraph IWD-2600 for Quality Group C components. (Quality Group classification is in accordance with Revision 3 of Regulatory Guide 1.26).
- \* Modifications to this table due to changes in high radiation areas should be submitted to the NRC as part of the next license amendment.
- \*\* Deletion of this snubber has been approved in accordance with a redesign of the support system of this line. When the complete new support system is installed, these snubbers will be removed from the plant and will be considered deleted from this list.

groups may be inspected independently according to the above schedule.

All hydraulic snubbers whose seal materials have not been demonstrated to be compatible with the operating environment shall be visually inspected for operability every 31 days.

The initial inspection shall be performed within 6 months from the date of issuance of these specifications. For the purpose of entering the schedule in Specification 4.12.1, it shall be assumed that the facility had been on a 6-month inspection interval.

Once each refueling cycle, a representative sample of 10 hydraulic snubbers or approximately 10% of the hydraulic snubbers, whichever is less, shall be functionally tested for operability including verification of proper piston movement, lock up rate and bleed and where required bleed rate. For each hydraulic snubber found inoperable, an additional 10% of the remaining hydraulic snubbers or ten hydraulic snubbers, whichever is less, shall be so tested. This procedure shall be repeated until no more failures are found or all hydraulic snubbers subject to the functional testing requirements have been tested. Hydraulic snubbers of rated capacity 50,000 lb. or greater and hydraulic snubbers which fall into Categories 1, 2 or 5 shall be exempt from the functional testing requirements.

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Basis

All safety related hydraulic snubbers are visually inspected for overall integrity and operability. The inspection will include verification of proper orientation, adequate hydraulic fluid level and proper attachment of snubber to piping and structures. The inspection frequency is based upon maintaining a constant level of snubber protection. Thus the required inspection interval varies inversely with the observed snubber failures. The number of inoperable snubbers found during a required inspection determines the time interval for the next required inspection. Inspections performed before that interval has elapsed may be used as a new reference point to determine the next inspection. However, the results of such early inspections performed before the original required time interval has elapsed (nominal time less 25%) may not be used to lengthen the required inspection interval. Any inspection whose results require a shorter inspection interval will override the previous schedule. Experience at operating facilities has shown that the required surveillance program should assure an acceptable level of snubber performance provided that the seal materials are compatible with the operating environment. Snubbers containing seal material which has not been demonstrated

by operating experience, lab tests or analysis to be compatible with the operating environment should be inspected more frequently (every month) until material compatibility is confirmed or an appropriate changeout is completed.

Examination of defective snubbers at reactor facilities and material tests performed at several laboratories (Reference 1) has

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shown that millable gum polyurethane deteriorates rapidly under the temperature and moisture conditions present in many snubber locations. Although molded polyurethane exhibits greater resistance to these conditions, it also may be unsuitable for application in the higher temperature environments. Data are not currently available to precisely define an upper temperature limit for the molded polyurethane. Lab tests and in-plant experience indicate that seal materials are available, primarily ethylene propylene compounds, which should give satisfactory performance under the most severe conditions expected in reactor installations.

To further increase the assurance of snubber reliability functional tests will be performed once each refueling cycle. These tests will include stroking of the snubbers to verify proper piston movement, lock-up rate and bleed and where required bleed rate. Ten percent or ten snubbers, whichever is less, represents an adequate sample for such tests. Observed failures on these samples should require testing of additional units. Those snubbers designated in Table 3.12-1 as Category 1 (in high radiation areas), Category 2 (especially difficult to remove) or Category 5 (satisfies inservice inspection requirements) are exempt from functional testing. Snubbers of rated capacity 50,000 lb or greater are exempt from the functional testing requirements because of the impractability of testing such large units.

#### <u>Reference</u>

 Report: H.R. Erickson, Bergen Paterson to K.R. Goller, NRC, October 7, 1974
 Subject: Hydraulic Shock Sway Arrestors

### ATTACHMENT B

## AMENDMENT NO. 1 TO APPLICATION FOR AMENDMENT TO OPERATING LICENSE

Safety Evaluation

Consolidated Edison Company of New York, Inc.

Indian Point Unit No. 2 Docket No. 50-247 Facility Operating License No. DPR-26

December, 1977

## Safety Evaluation

On March 30, 1977, Consolidated Edison filed with the NRC "Application for Amendment to Operating License", sworn to by Mr. William J. Cahill, Jr. on March 23, 1977. The proposed changes to the Technical Specifications contained therein consist of revising Table 3.12-1 to permit deletion of certain hydraulic shock suppressors (snubbers) listed in that table as part of a complete redesign of the support systems of the lines on which the snubbers are installed. The purpose of the support system redesign is to improve the reliability of the subject piping systems by reducing the number of hydraulic snubbers necessary to satisfy the design criteria.

As a result of the above redesign, a list of snubbers that are presently included in Table 3.12-1 of the Technical Specifications and are no longer required was provided in Attachment B of the March 23, 1977 Application. Consolidated Edison still requests that these snubbers be deleted. However, deleting these snubbers from Table 3.12-1 would require immediate removal of these snubbers from their lines. In addition, depending on the length of a plant outage and the amount of work to be performed, it might not be possible to remove all of these snubbers at the same time.

Accordingly, it is proposed to leave these snubbers in Table 3.12-1 and identify them by double-asterisk (\*\*). The doubleasterisk (\*\*) would refer to a new footnote to be added at the end of Table 3.12-1. This footnote would allow the snubbers to be replaced on a line by line basis as the opportunity and future outage scheduling permits. Until such time as a particular snubber is removed, it will be subject to the requirements of the Technical Specifications. However, when the snubber is physically removed from the plant in accordance with the support system redesign, it will be considered deleted from Table 3.12-1.

In addition to the above revisions, a number of editorial and typographical corrections to Table 3.12-1 are proposed. As a result of a further review of design and operating records, a number of inaccuracies in Table 3.12-1 have been discovered with respect to various snubber identification numbers, line numbers and applicable categories. To correct existing inaccuracies in the Technical Specifications and thereby render the Technical Specifications consistent with existing plant conditions, the following changes were made:

(a) These snubbers are erroneously listed in the Technical Specifications and have been deleted from Table 3.12-1:

| Line No. | Snubber No.        |  |  |
|----------|--------------------|--|--|
| -        | SR-713 (PAB - 15') |  |  |
| 15       | SR-11A (VC - 72')  |  |  |
| 48       | 48-SR-5 (VC - 69') |  |  |
| 48       | 48-SR-4 (VC - 69') |  |  |
| 47       | 47-SR-4 (VC - 69') |  |  |

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(b) The line locations of these snubbers have been modified in Table 3.12-1:

| Snub   | ber No.     | Line No. Change (Old/New | ) |
|--------|-------------|--------------------------|---|
| SR-761 | (VC - 46')  | 14/293                   |   |
| SR-929 | (VC - 77')  | 14/75                    |   |
| SR-73A | (PAB - 71') | 15/60                    |   |
| SR-312 | (PAB - 83') | 215/212                  |   |

- (c) Snubber SR-8B on line no. 15 (PAB 68') is presently missing from Table 3.12-1 and has been added.
- (d) A number of typographical corrections have been made to snubber numbers, locations and categories as indicated by the various revisions lines on Table 3.12-1.

A further change to Technical Specifications with regard to the functional testing of snubbers is proposed. In accordance with the revised requirements of 10 CFR 50.55a, Consolidated Edison letters of August 3, 1977, September 22, 1977 and October 25, 1977 forwarded a revised inservice inspection and testing program for Indian Point Unit No. 2 to become effective on November 1, 1977 as required. On October 28, 1977, NRC letter from Mr. Robert W. Reid to Mr. William J. Cahill, Jr. granted Consolidated Edison interim approval of the inservice inspection program as presented in our August 3, 1977 and September 22, 1977 submittals. This program includes inservice inspections and testing requirements for supports and hangers of Quality Group A, B, and C systems. (Quality Group classification is in accordance with Revision 3 of Regulatory Guide 1.26). The ASME Code Section XI permits exclusion of certain Quality Group A, B and C components from the Code inservice inspection requirements on the basis of line size, temperature, operating pressure or for other reasons as stated in the Code.

The above exclusion from inservice inspection requirements is applied to piping supports and hangers for those lines which satisfy the exclusion criteria. Accordingly, those snubbers located on non-exempt Quality Group A, B and C piping systems shall be considered for the functional testing specified in Technical Specification 4.12.4. Those snubbers located on lines that are either unclassified (i.e. not assigned a quality group designation) or are exempt classified lines will be considered for functional testing only if they are required to insure the integrity of non-exempt classified lines. Therefore, more snubbers than just those located on non-exempt classified lines will be considered for functional testing.

Those snubbers that in accordance with the inservice inspéction program will not be considered for functional testing have been identified by the addition of a new Category 5 in Table 3.12-1. Nevertheless, all snubbers listed in Table 3.12-1, including

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those in Category 5, will still be required to meet the operability requirements of specification 3.12 and the surveillance requirements of specifications 4.12.1, 4.12.2 and 4.12.3.

In addition, specification 4.12.4 and the apporpriate section of the Technical Specification bases have been modified to reflect the new Category 5 requirements and also to clarify the present ambiguous wording as to which snubbers shall be considered for functional testing.

Since every page of Table 3.12-1 has been modified by this Amendment No. 1 to Application for Amendment to Operating License, the revised pages provided in Attachment A to the March 23, 1977 Application are superseded by the page revisions contained in Attachment A of this Amendment. The Safety Evaluation contained in Attachment B of the March 23, 1977 Application is still valid and applies to that portion of the overall change pertaining to the physical removal of certain existing plant snubbers.

The proposed changes contained in this Amendment do not in any way alter the safety analyses performed for Indian Point Unit No. 2. The proposed changes have been reviewed by the Station Nuclear Safety Committee and the Nuclear Facilities Safety Committee. Both committees concur that these changes do not represent a significant hazards consideration and will not cause any change in the types or increase in the amounts of effluents or any change in the authorized power level of the facility.