

ATTACHMENT A

Technical Specification

Page Revisions

Consolidated Edison Company of New York, Inc.  
Indian Point Unit No. 2  
Docket No. 50-247  
March, 1982

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TABLE 4.1-3

FREQUENCIES FOR EQUIPMENT TESTS

	<u>Check</u>	<u>Frequency</u>	<u>Maximum Time Between Tests</u>
1. Control Rods	Rod drop times of all control rods	Each refueling shutdown	**
2. Control Rods	Partial movement of all control rods	Every 2 weeks during reactor critical operations	20 days
3. Pressurizer Safety Valves	Set point	Each refueling shutdown	**
4. Main Steam Safety Valves	Set point	Each refueling shutdown	**
5. Containment Isola- tion System	Automatic Actuation	Each refueling shutdown	**
6. Refueling System Interlocks	Functioning	Each refueling shutdown prior to refueling operation	NA*
7. <u>DELETED</u>			
8. Diesel Fuel Supply	Fuel Inventory	Weekly	10 days
9. Turbine Steam Stop, Control Valves	Closure	Monthly****	45 days**** +
10. Cable Tunnel Venti- lation Fans	Functioning	Monthly	45 days
11. Control Room and Fuel Handling Building Filtration System	Charcoal Filter Pressure Drop Test < 5 inches of water visual inspection Freon - 112 (or equiv- alent) test $\geq$ 99.5% at ambient conditions	Each refueling shutdown prior to refueling operation***	**

Amendment No.

+One-time only exception, the 45-day maximum time between tests may be extended to 60 days ending at 11:59 P.M. on April 8, 1982.

ATTACHMENT B

Safety Evaluation.

Consolidated Edison Company of New York, Inc.  
Indian Point Unit No. 2  
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## Safety Evaluation

The proposed changes, contained in Attachment A to this Application, would revise the technical specifications to permit, on a one time only basis, an additional fifteen day extension to the maximum time between tests for the turbine stop and control valve closure test. This is due to an inoperable test mechanism which will not permit stroking of two of the eight subject valves. (The remaining six valves have been successfully tested). The requested additional extension would preclude unwarranted shutdown of the unit and permit sufficient time for delivery of necessary replacement parts to repair the test mechanism if a shutdown becomes necessary.

The inoperability of the test mechanism in no way would prevent valve closure upon receipt of a legitimate close signal. Furthermore, based on past experience these valves have demonstrated consistently reliable performance, and we would fully expect them to close on demand should that be required during the next fifteen days. The test mechanism produces some travel in the control valve demonstrating that it is not binding and providing additional assurance that its intended function would be achieved.

The proposed changes have been reviewed by the Station Nuclear Safety Committee and the Consolidated Edison Nuclear Facilities Safety Committee. Both committees concur that the proposed changes do not represent a significant hazards consideration and will not cause any change in the types or an increase in the amounts of effluents or any change in the authorized power level of the facility.