

Stephen B. Bram
Vice President

October 22, 1993

Consolidated Edison Company of New York, Inc.
Indian Point Station
Broadway & Bleakley Avenue
Buchanan, NY 10511
Telephone (914) 737-8116

Re: Indian Point Unit No. 2
Docket No. 50-247

Document Control Desk
US Nuclear Regulatory Commission
Mail Station P1-137
Washington, DC 20555

SUBJECT: Con Edison Reply to the NRC Supplemental Safety
Evaluation of the IP2 Response to Station Blackout
(SBO) Rule (TAC No. M68556)

This letter is submitted in reply to NRC's supplemental safety evaluation (SE) of our response to the Station Blackout Rule dated June 4, 1992. NRC has stated that our proposed method of dealing with a station blackout (SBO) is acceptable, with the proposed modification to reconnect the supply for Gas Turbine No. 2 auxiliaries from the load side of the gas turbine output breaker to the generator side of the breaker.

Attachment A contains a further proposed modification to supply the Gas Turbine No. 2 auxiliaries from the Gas Turbine No. 3 blackstart diesel, which would enhance operational flexibility.

Should you have any questions regarding this matter, please contact Mr. Charles W. Jackson, Manager, Nuclear Safety and Licensing.

Very truly yours,



Attachments

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PDR ADOCK 05000247
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cc: Mr. Thomas T. Martin
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Attachment A

PROPOSED MODIFICATION TO SUPPLY THE GAS TURBINE NO. 2 AUXILIARIES
FROM THE GAS TURBINE NO. 3 BLACKSTART DIESEL

In our April 14, 1989 response to the Station Blackout Rule, 10 CFR 50.63 which was issued on July 21, 1988, we stated that our alternate AC (AAC) power source would meet the criteria specified in Appendix B to NUMARC 87-00. Item B.13 of NUMARC 87-00 stated that AAC system reliability should be maintained at or above 0.95 per demand, as determined in accordance with NSAC-108 methodology (or equivalent). In order to assure a more reliable AAC system we proposed to enhance the blackstart capability of Gas Turbine No. 2 (GT2) by adding a blackstart diesel.

In our December 23, 1991 reply to your November 21, 1993 Safety Evaluation, we proposed to enhance the blackstart capability of GT 2 by reconnecting the auxiliaries to the generator side of the output breaker. This would allow GT2 to be started with its battery and allow the auxiliaries to be fed by the generator prior to depleting the battery. This option was further reviewed, and although blackstart capability was enhanced, operational flexibility was diminished because prior to the reconnection two 13.8kV feeders were capable of supplying the GT2 auxiliary bus. With the reconnection, the bus can only be supplied by the GT2 generator or one 13.8kV feeder.

An alternative option was proposed which provided the capability for the Gas Turbine No. 3 (GT3) blackstart diesel to supply the GT2 auxiliary bus. This option provides full blackstart capability for GT2 (without dependence on batteries) whenever GT3 is out of service or fails to start. If GT3 successfully starts and loads, blackstart capability for GT2 is not necessary (one gas turbine is sufficient to achieve safe shutdown). We propose to use this alternative option for complying with the Station Blackout Rule. We expect this option to provide an equally reliable AAC system at a more reasonable cost.