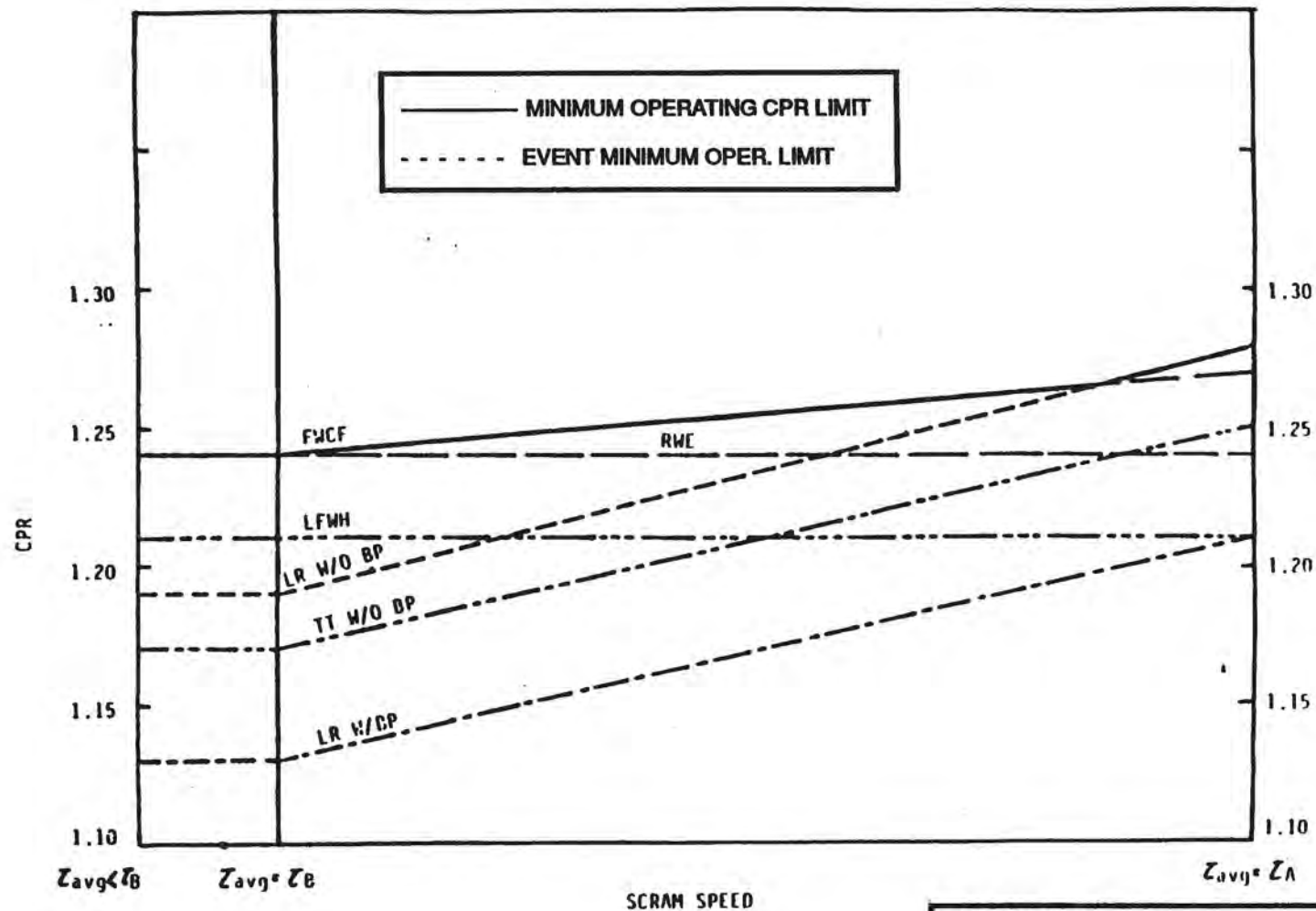




NOTE: Cycle-specific information is presented in Appendix A.

FIGURE 15.0-1

**MINIMUM OPERATING CPR LIMIT
VS. SCRAM SPEED—
CYCLE 1**

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
UPDATED SAFETY ANALYSIS REPORT**

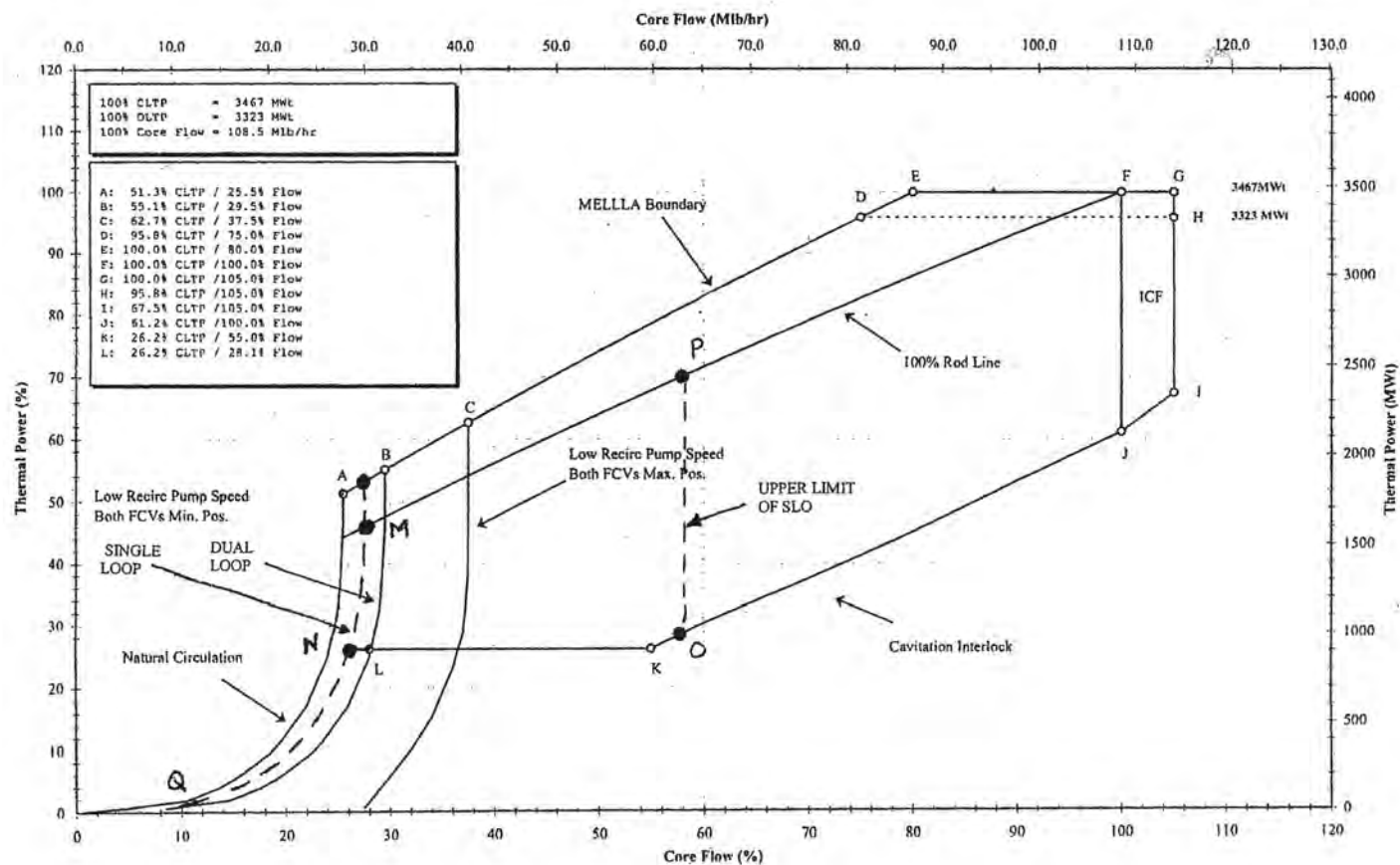


FIGURE 15.0-2

NMP 2 OPERATING POWER/FLOW MAP

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

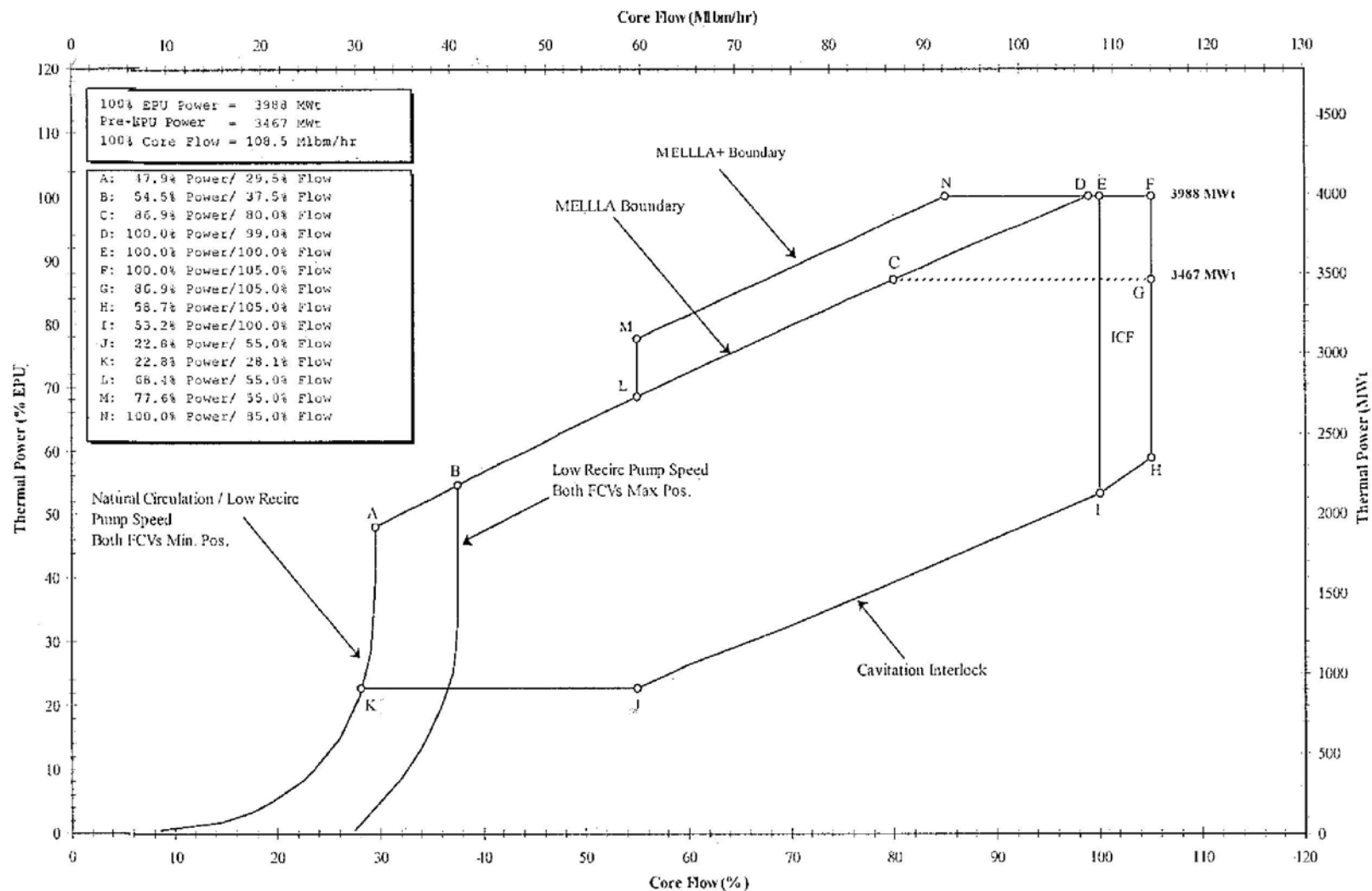
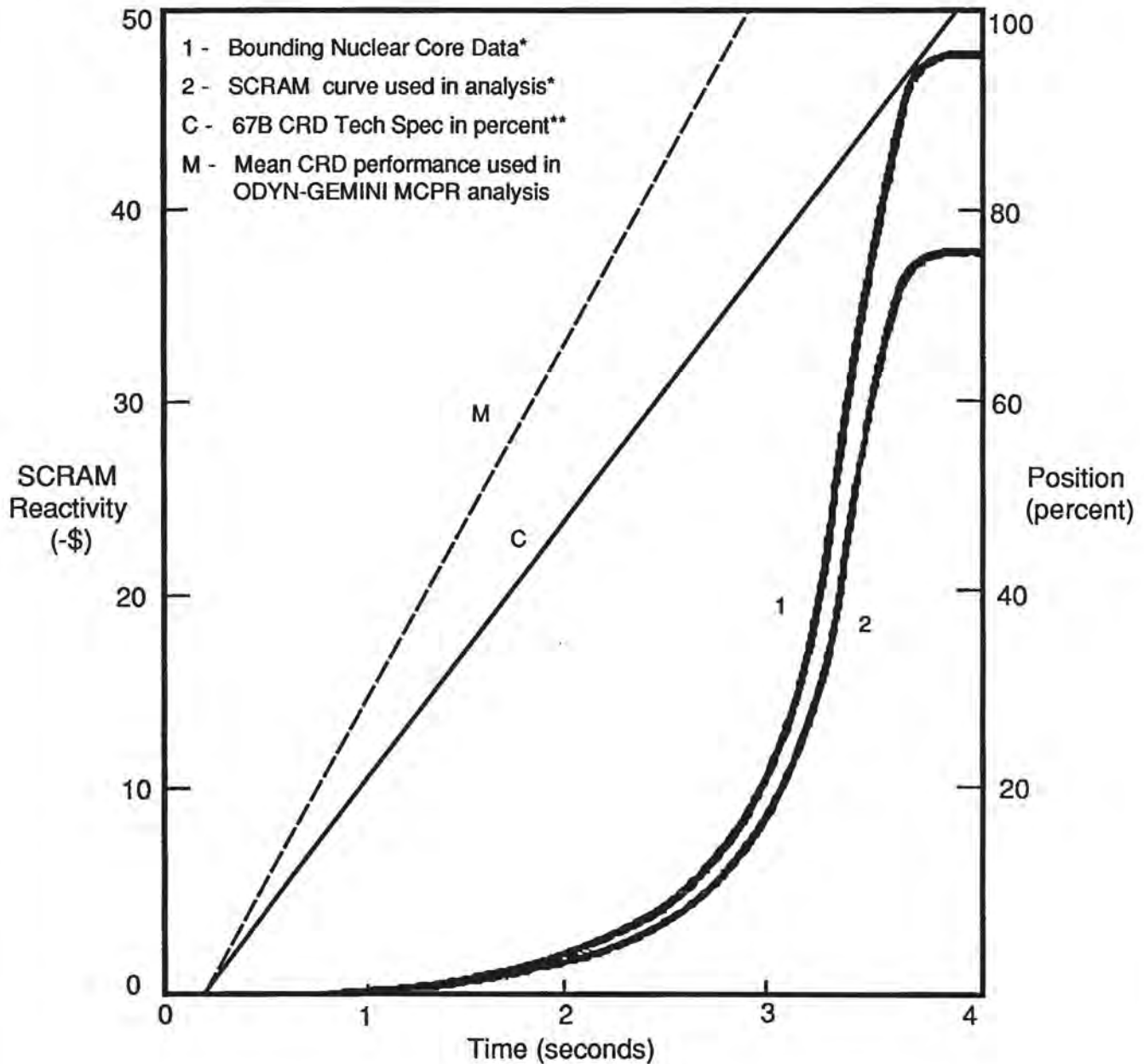


FIGURE: 15.0-2a

EPU/MELLLA+ OPERATING
POWER FLOW MAP

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT



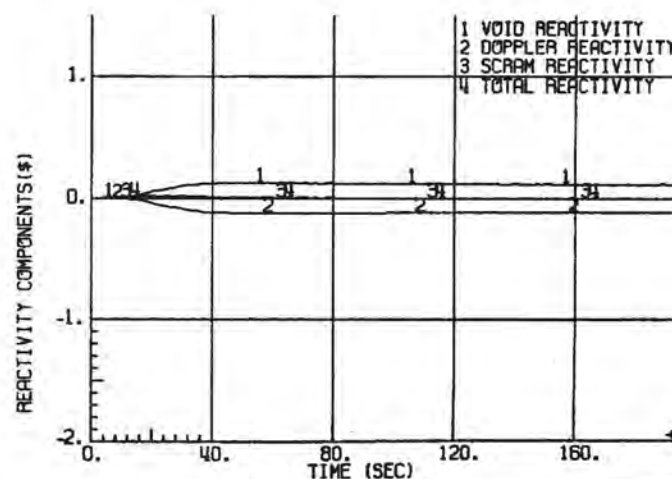
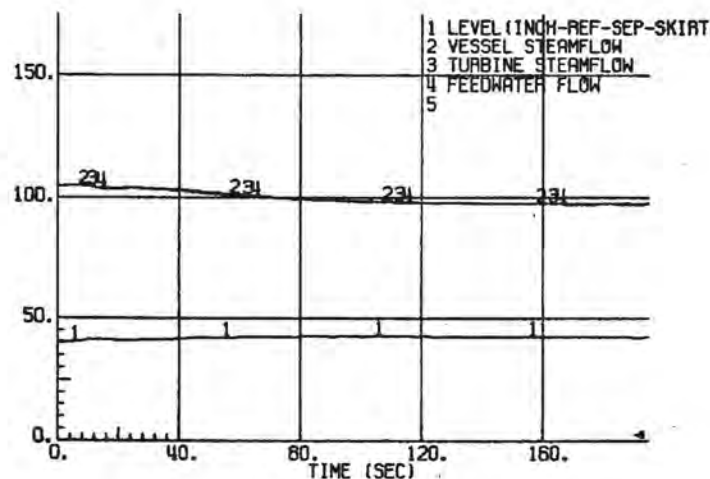
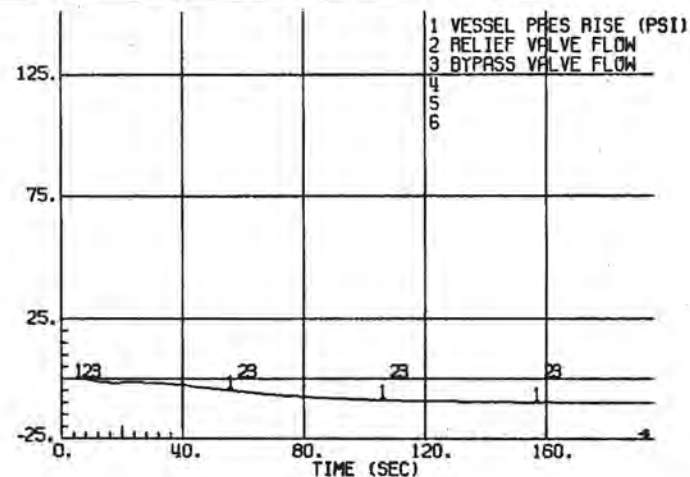
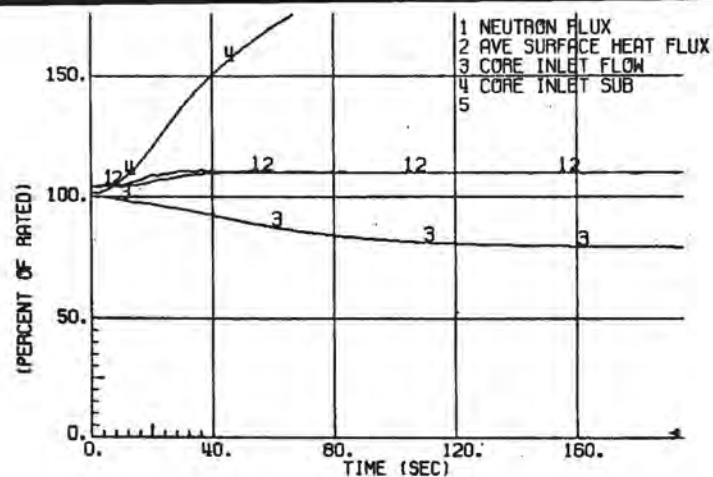
* Applicable to events analyzed with REDY Code ODYN Code SCRAM Reactivity is calculated internally during the transient event.

**Original Tech. Spec. used in REDY (all cases) and in ODYN (ASME overpressure analysis for Chapter 5). For Improved Technical Specification analytical scram time limits, see EAS-46-0487.

FIGURE 15.0-3

SCRAM POSITION AND REACTIVITY CHARACTERISTICS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
UPDATED SAFETY ANALYSIS REPORT

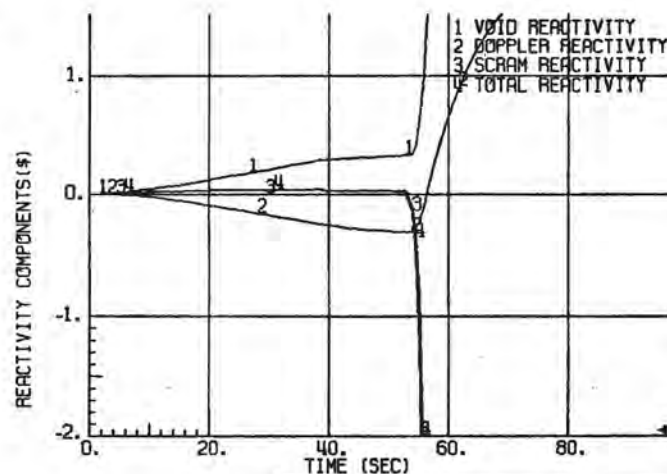
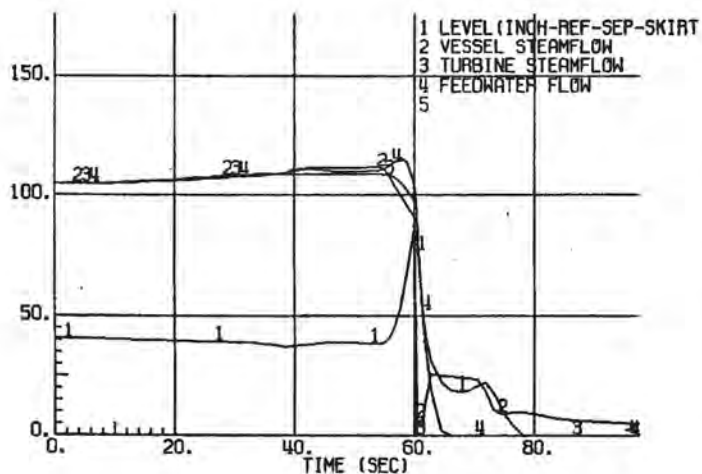
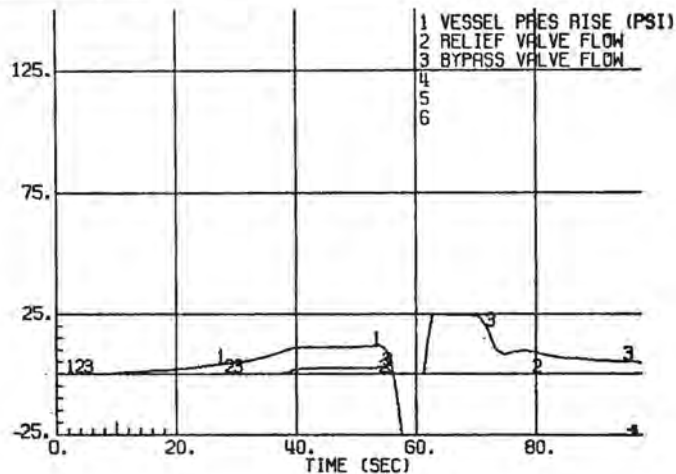
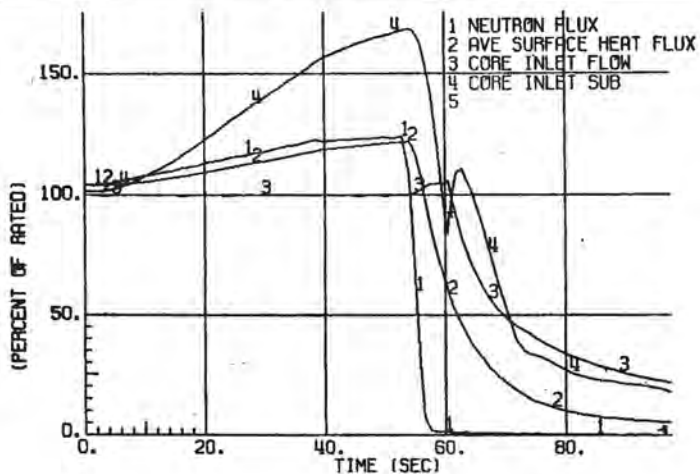


NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT IS LESS SEVERE THAN THE CASE WITH THE REACTOR IN MANUAL CONTROL, AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.1-1

LOSS OF FEEDWATER HEATER,
AUTO FLOW CONTROL

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

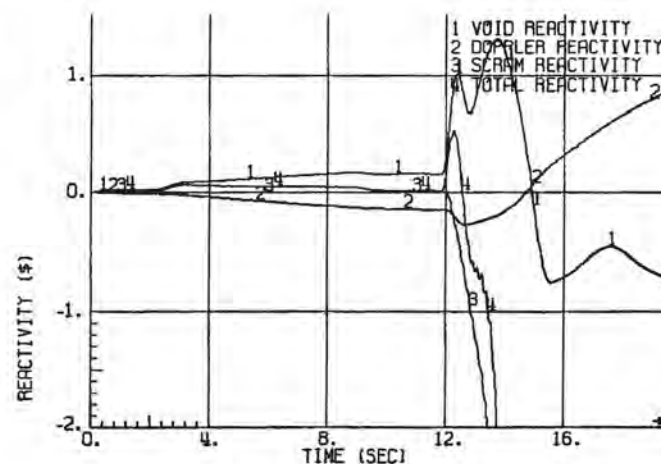
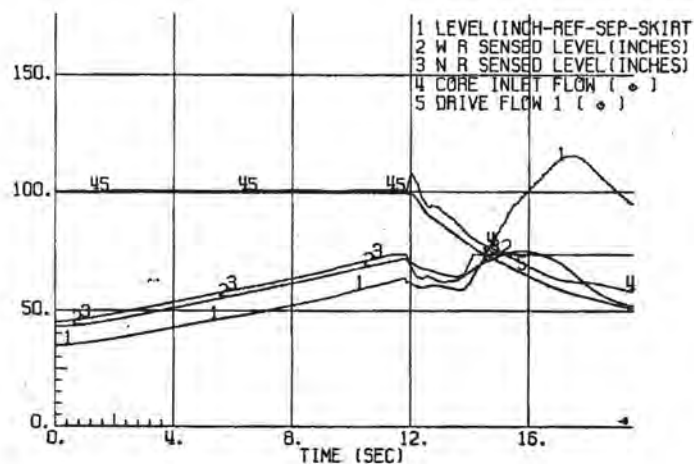
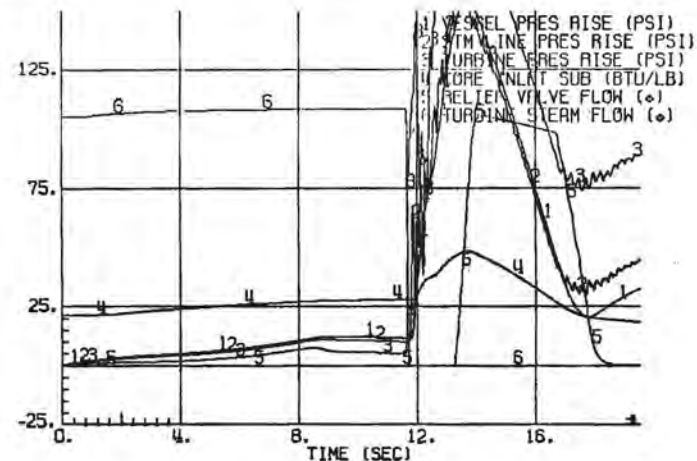
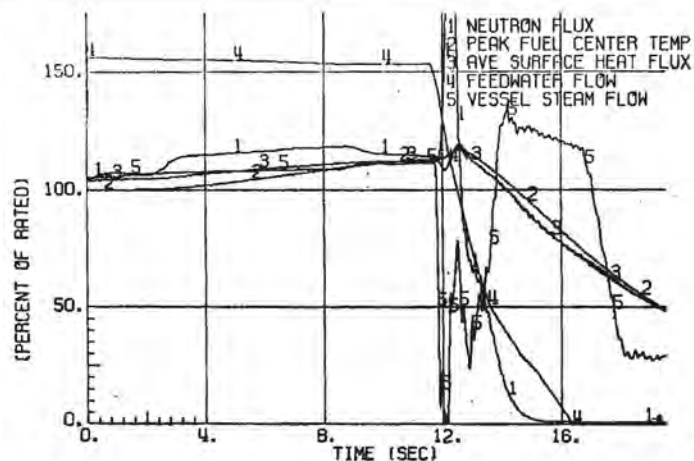


NOTE: THESE RESULTS ARE FOR CYCLE 1. CYCLE-SPECIFIC RESULTS ARE PRESENTED IN APPENDIX A.

FIGURE 15.1-2

LOSS OF FEEDWATER HEATER,
MANUAL FLOW CONTROL

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT



NOTE: THESE RESULTS ARE FOR CYCLE 1. CYCLE-SPECIFIC RESULTS ARE PRESENTED IN APPENDIX A.

FIGURE 15.1-3

FEEDWATER CONTROLLER
FAILURE, MAXIMUM DEMAND

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

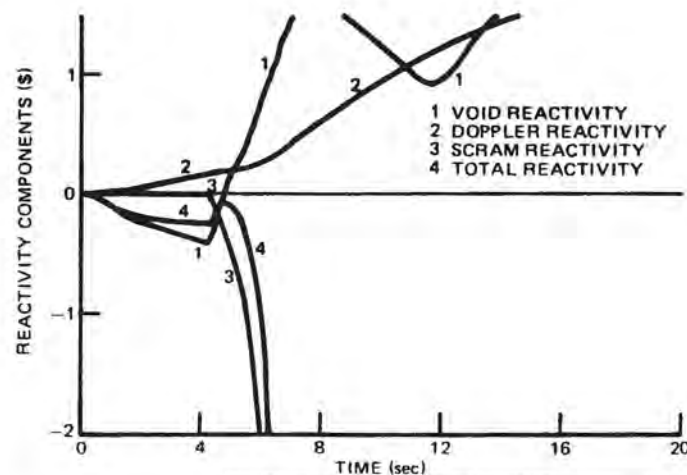
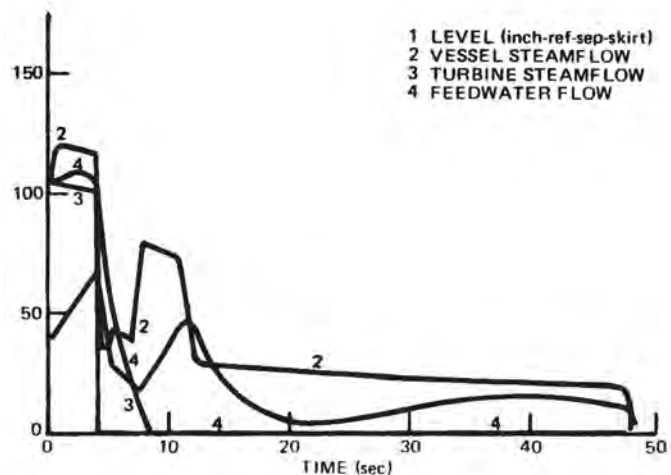
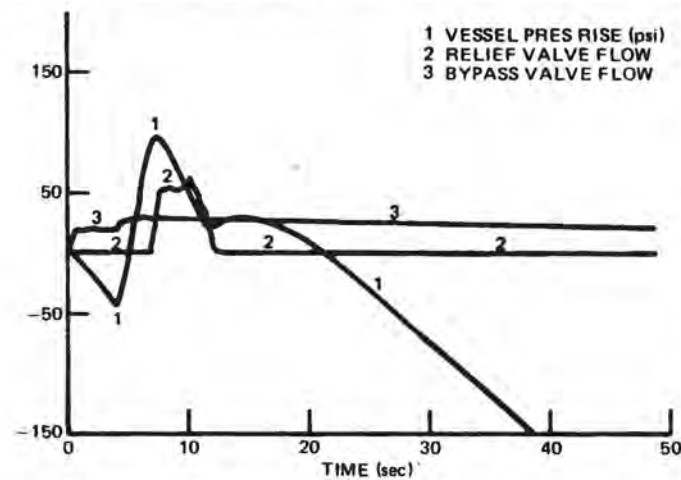
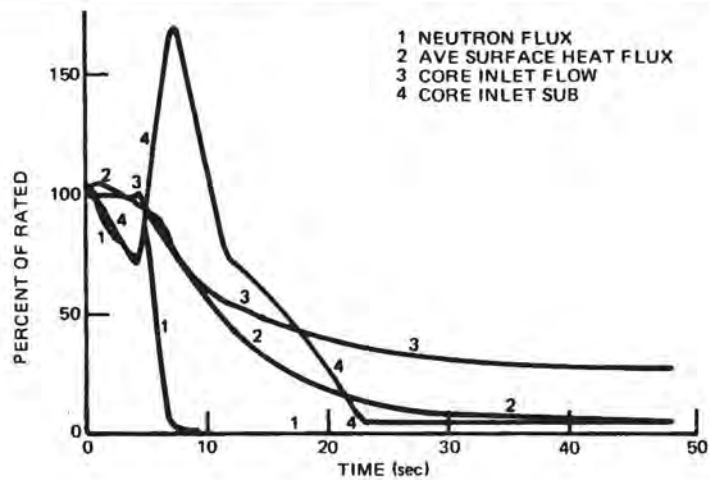
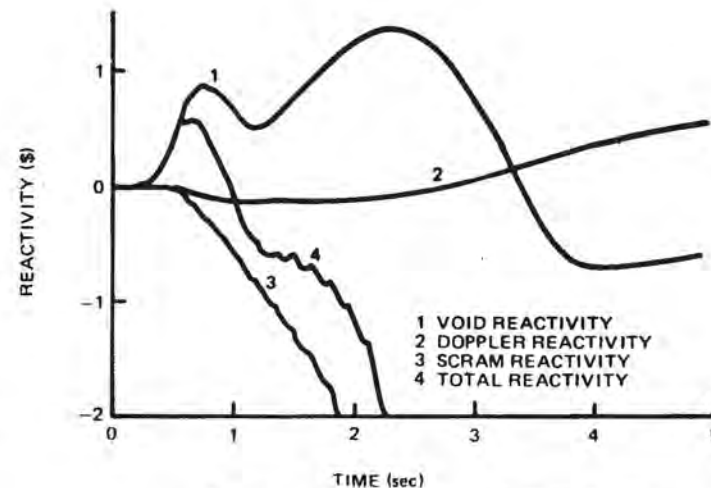
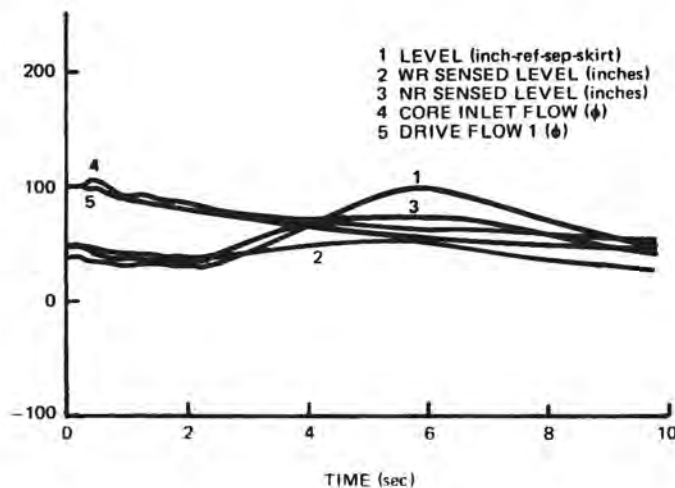
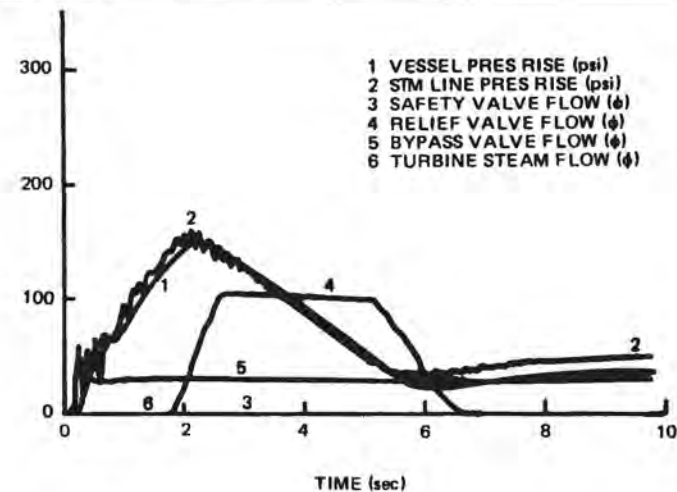
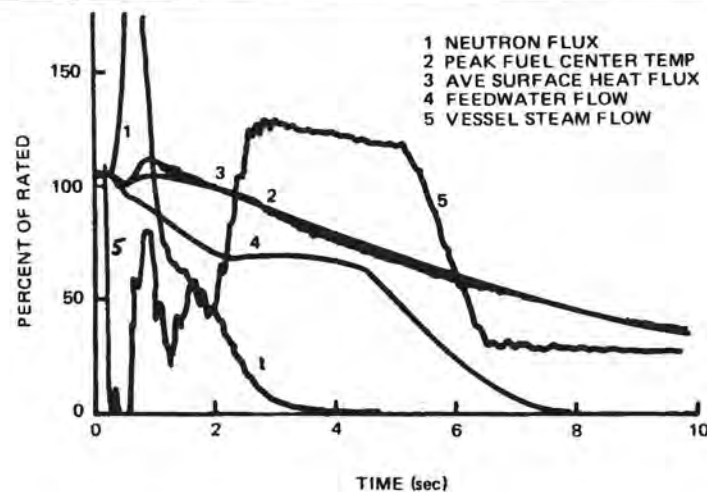


FIGURE 15.1-4

PRESSURE REGULATOR FAILURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

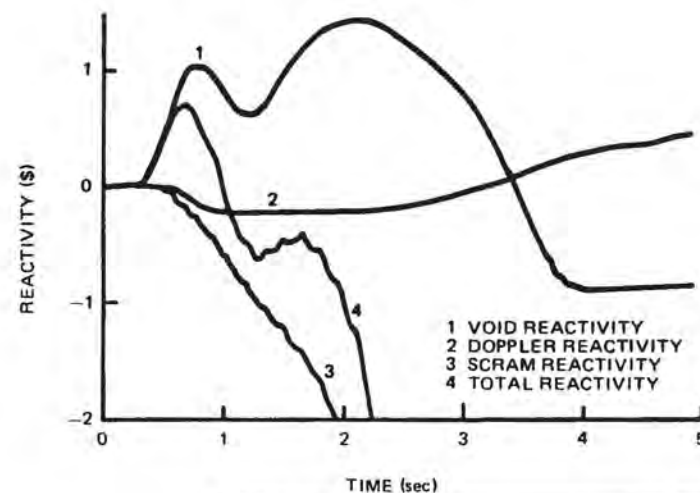
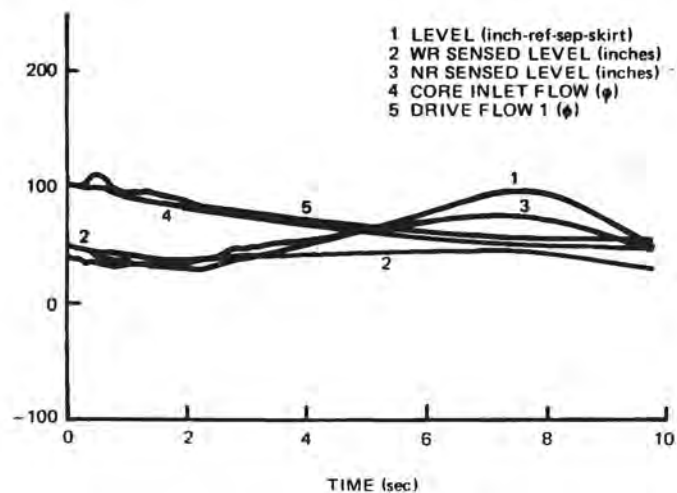
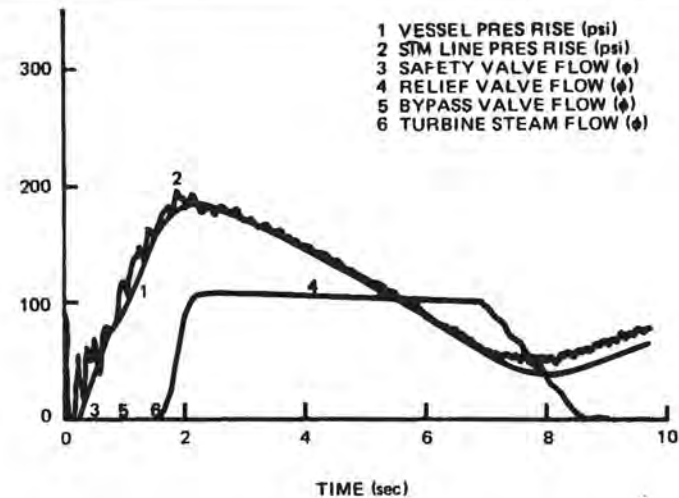
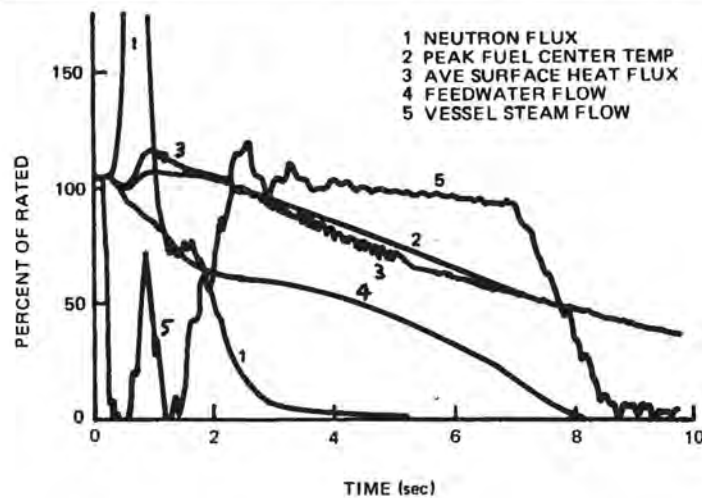


NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT IS LESS SEVERE THAN THE CASE WITH BYPASS FAILURE AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.2-1

GENERATOR LOAD REJECTION
WITH BYPASS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

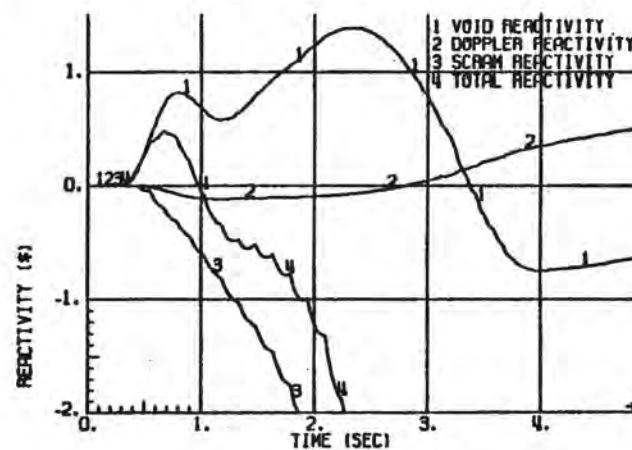
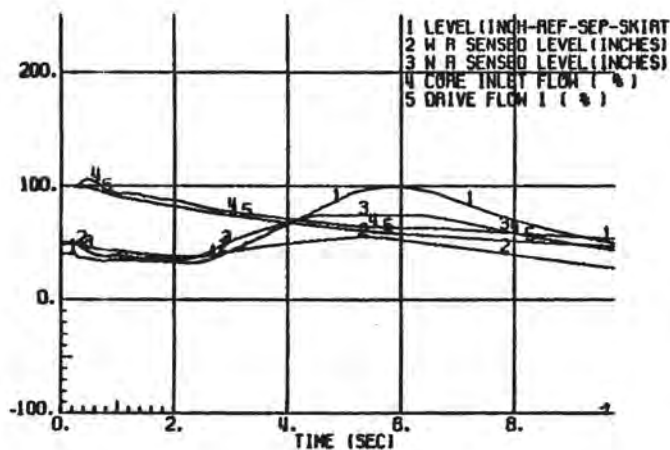
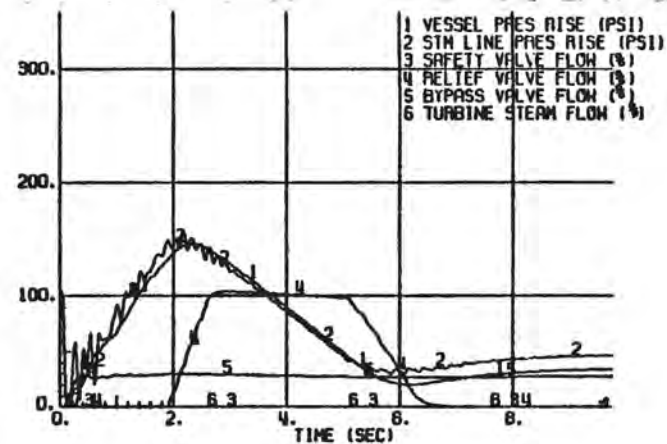
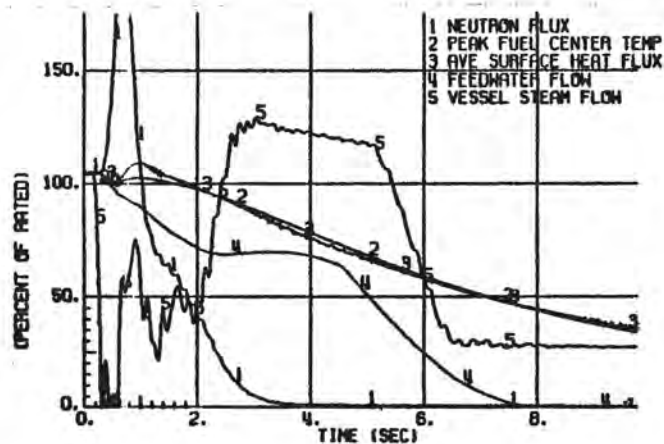


NOTE: THESE RESULTS ARE FOR CYCLE 1. CYCLE-SPECIFIC RESULTS ARE PRESENTED IN APPENDIX A.

FIGURE 15.2-2

GENERATOR LOAD REJECTION
WITHOUT BYPASS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

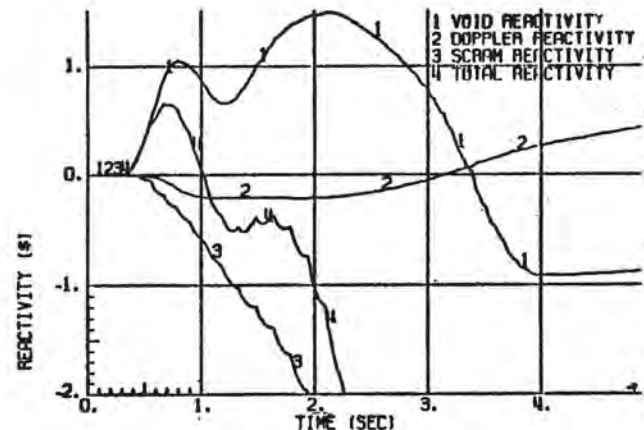
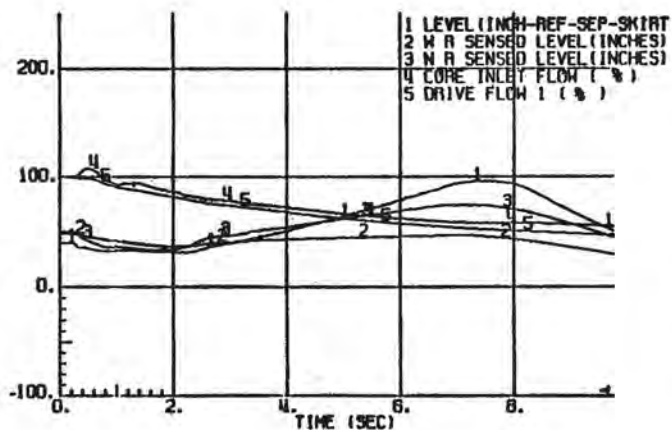
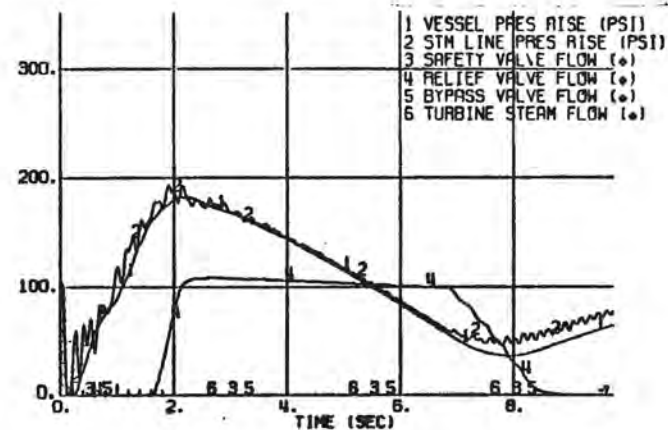
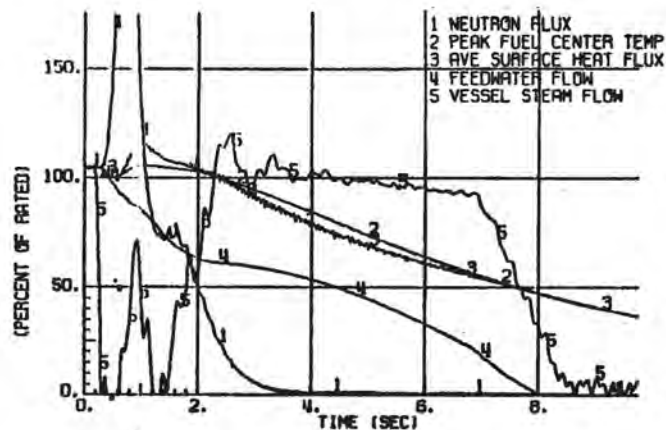


NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.2-3

TURBINE TRIP, TRIP SCRAM,
BYPASS AND RPT — ON

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

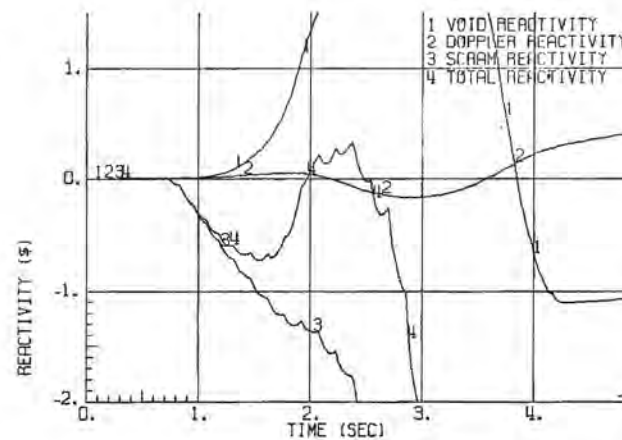
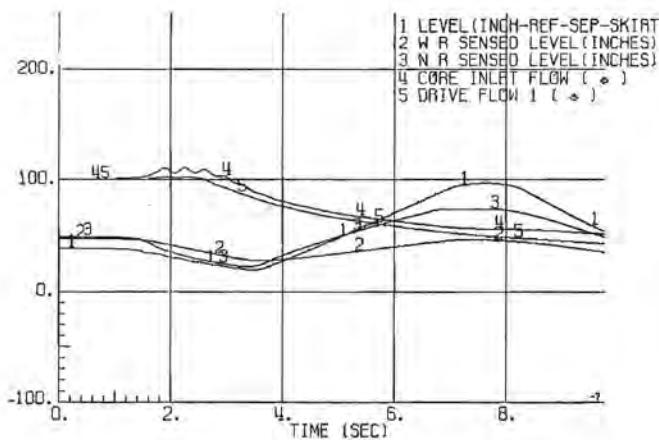
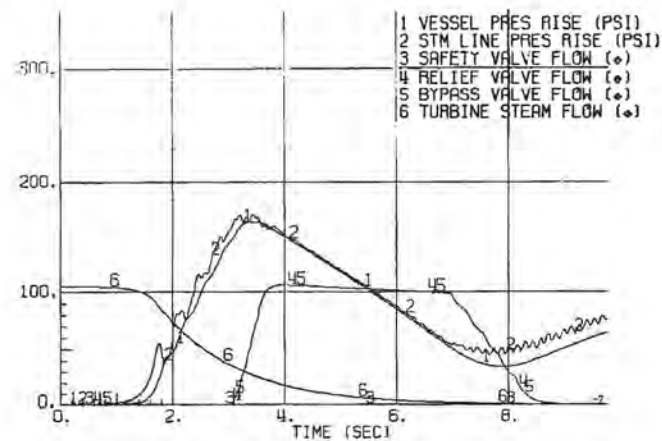
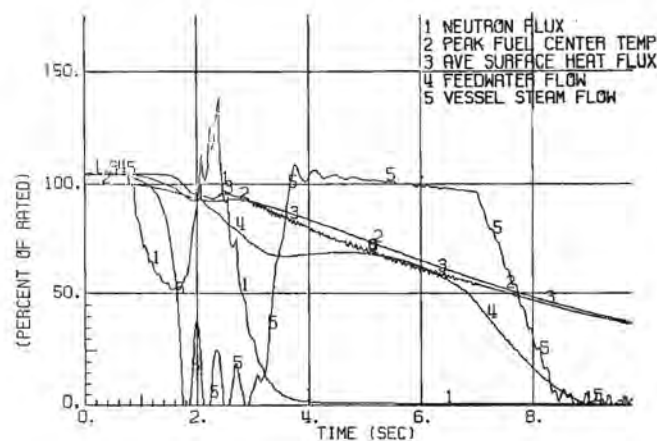


NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.2-4

TURBINE TRIP WITHOUT BYPASS,
TRIP SCRAM

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

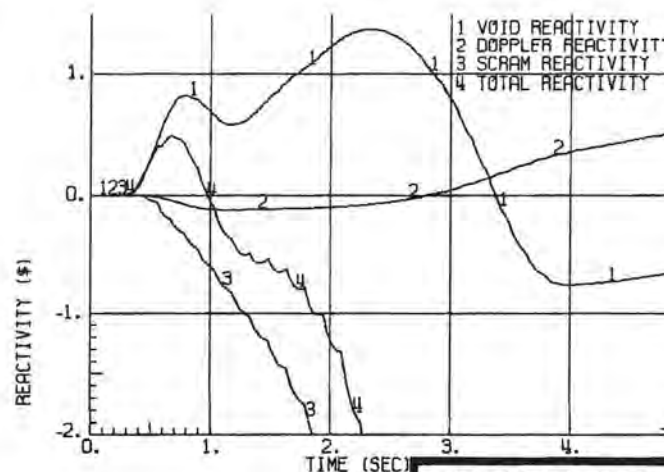
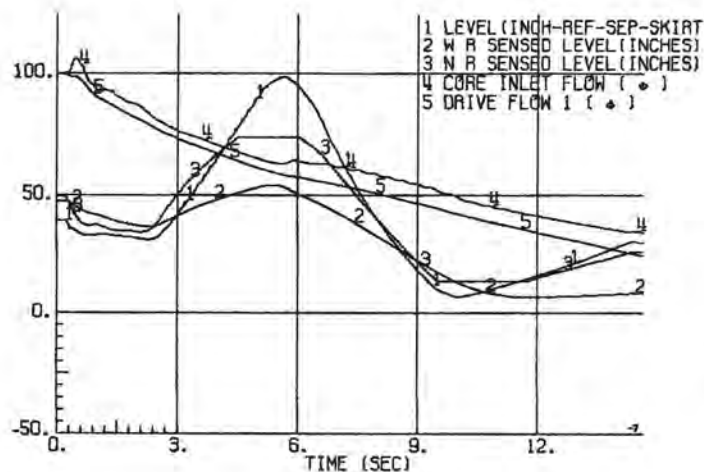
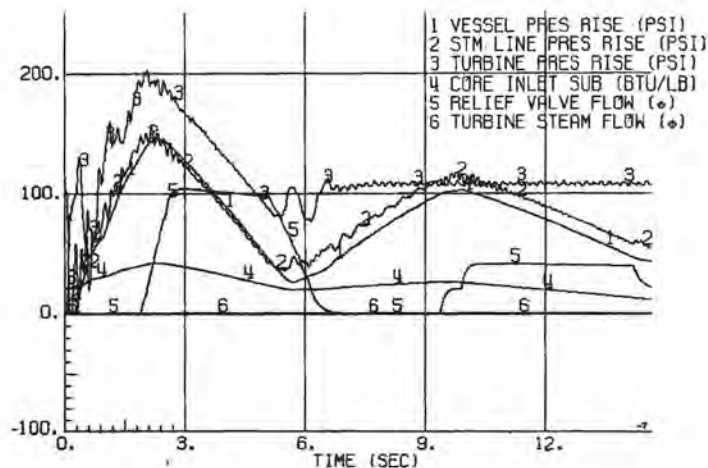
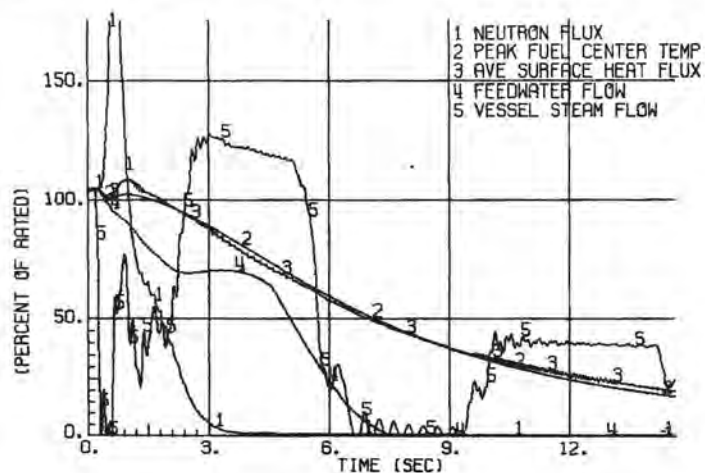


NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.2-5

MSIV CLOSURE, POSITION SCRAM

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

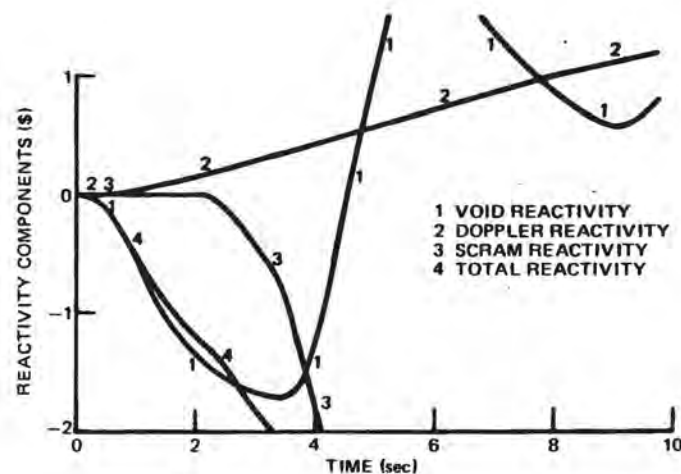
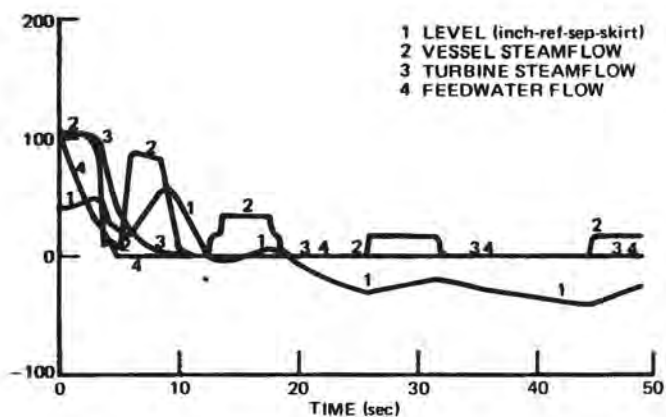
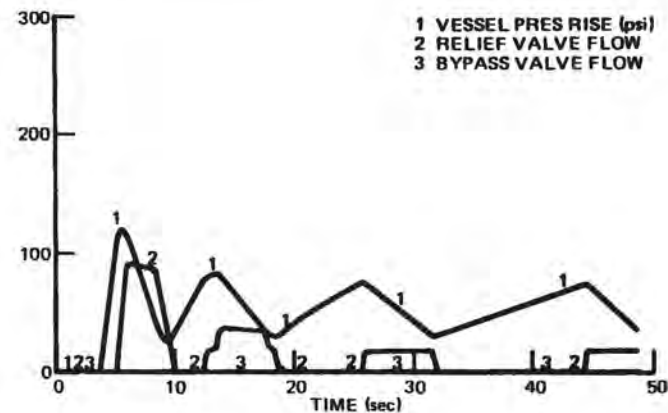
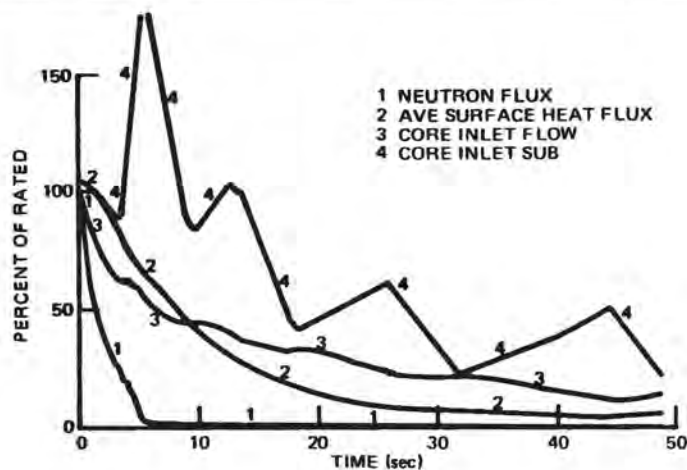


NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.2-6

LOSS OF CONDENSER VACUUM

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT



NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.2-7

LOSS OF ALL RESERVE AND
NORMAL TRANSFORMER

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

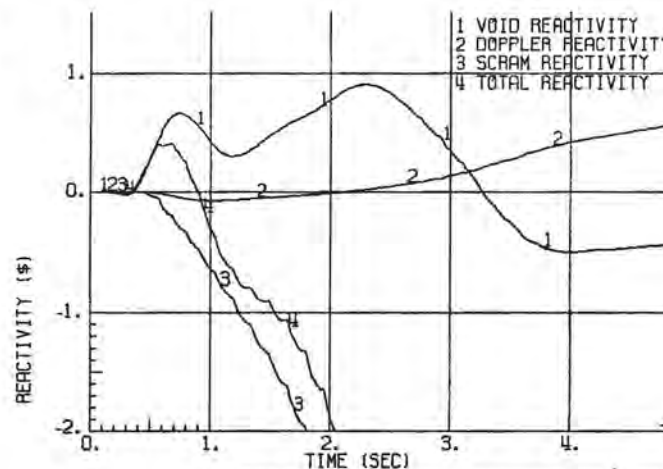
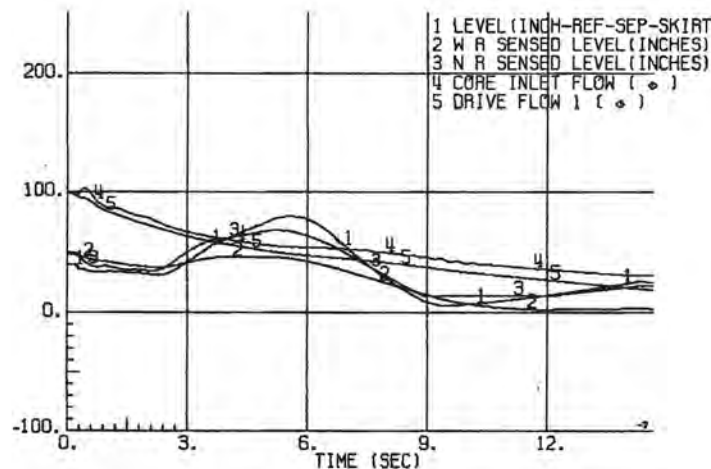
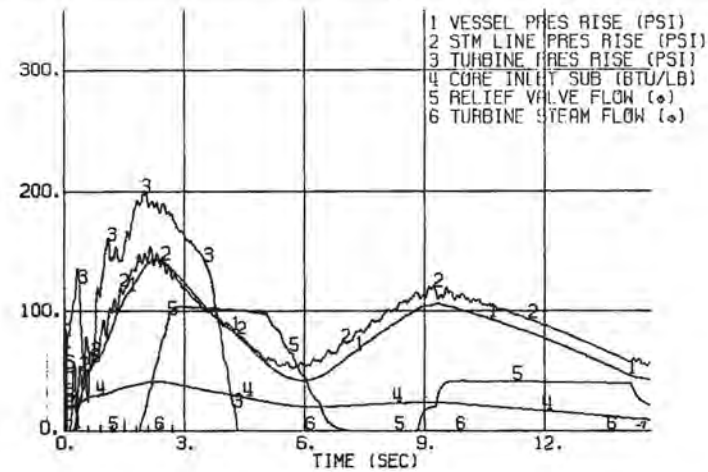
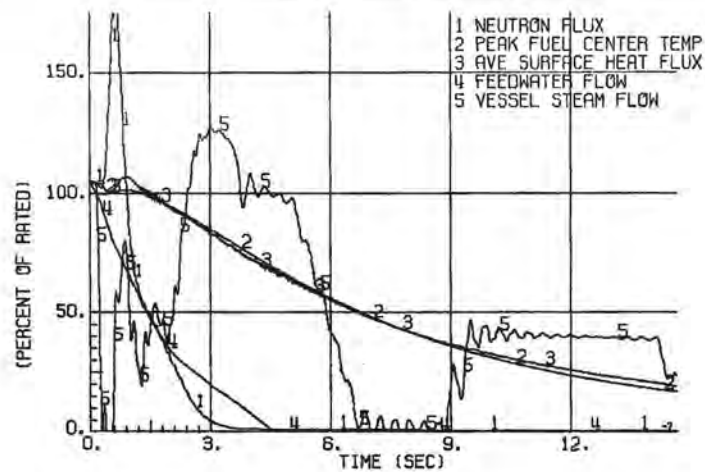
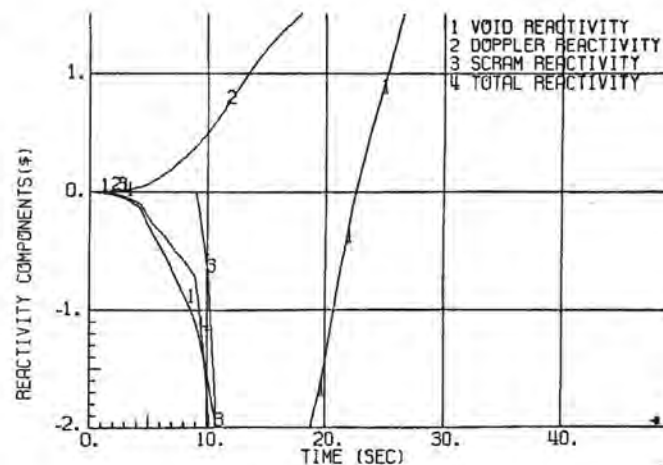
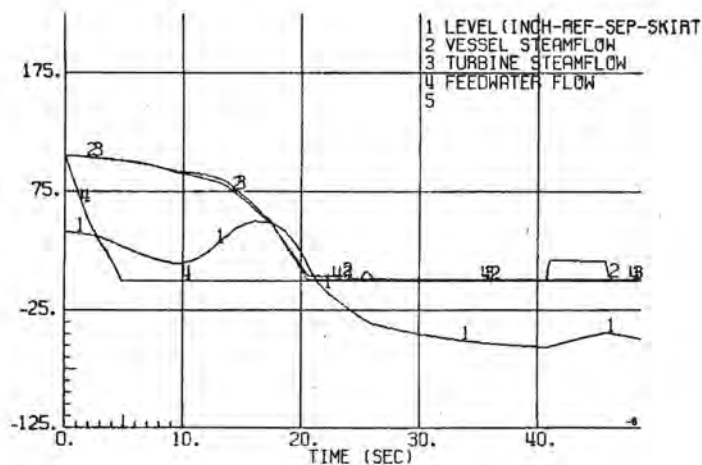
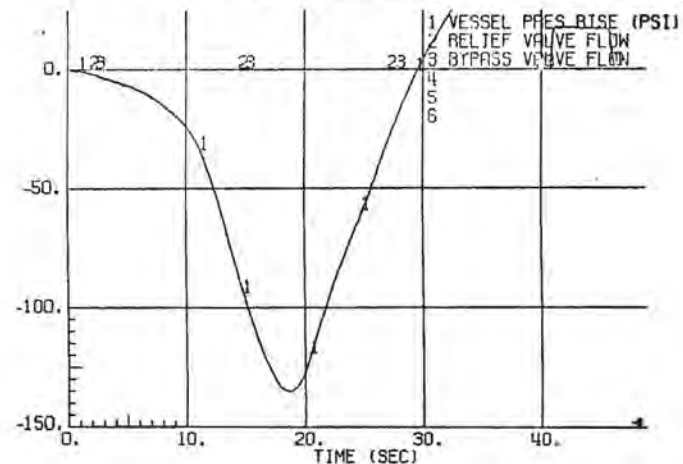
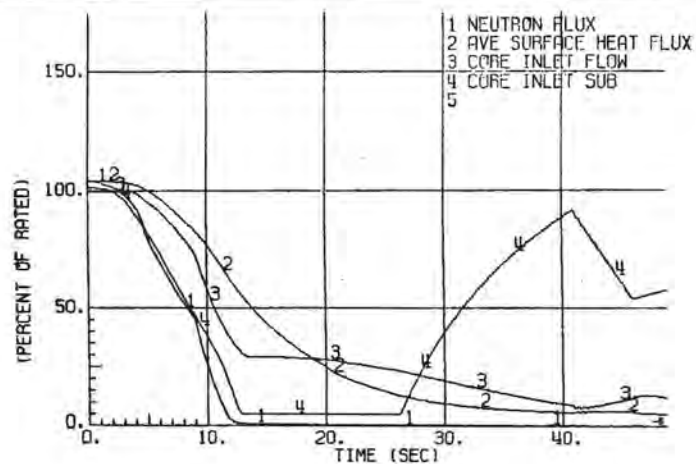


FIGURE 15.2-8

LOSS OF ALL GRID CONNECTIONS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.



NOTES:

1. SEE ASTERISK NOTE IN TABLE 15.2-11.
2. THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.2-9

LOSS OF FEEDWATER FLOW

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

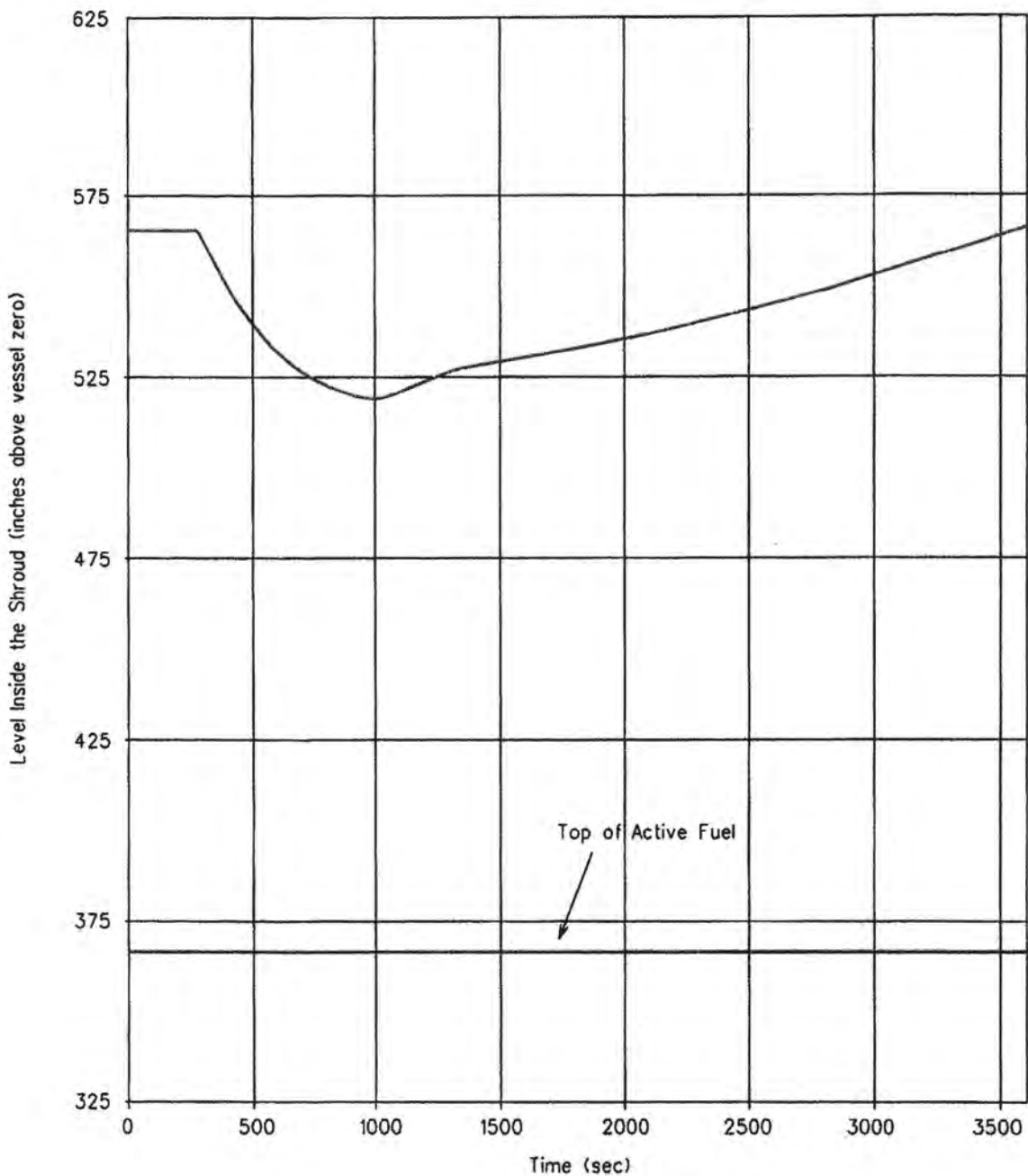


FIGURE: 15.2-9A

LOSS OF FEEDWATER FLOW
EPU (3,988 MWt)
LEVEL INSIDE THE SHROUD

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

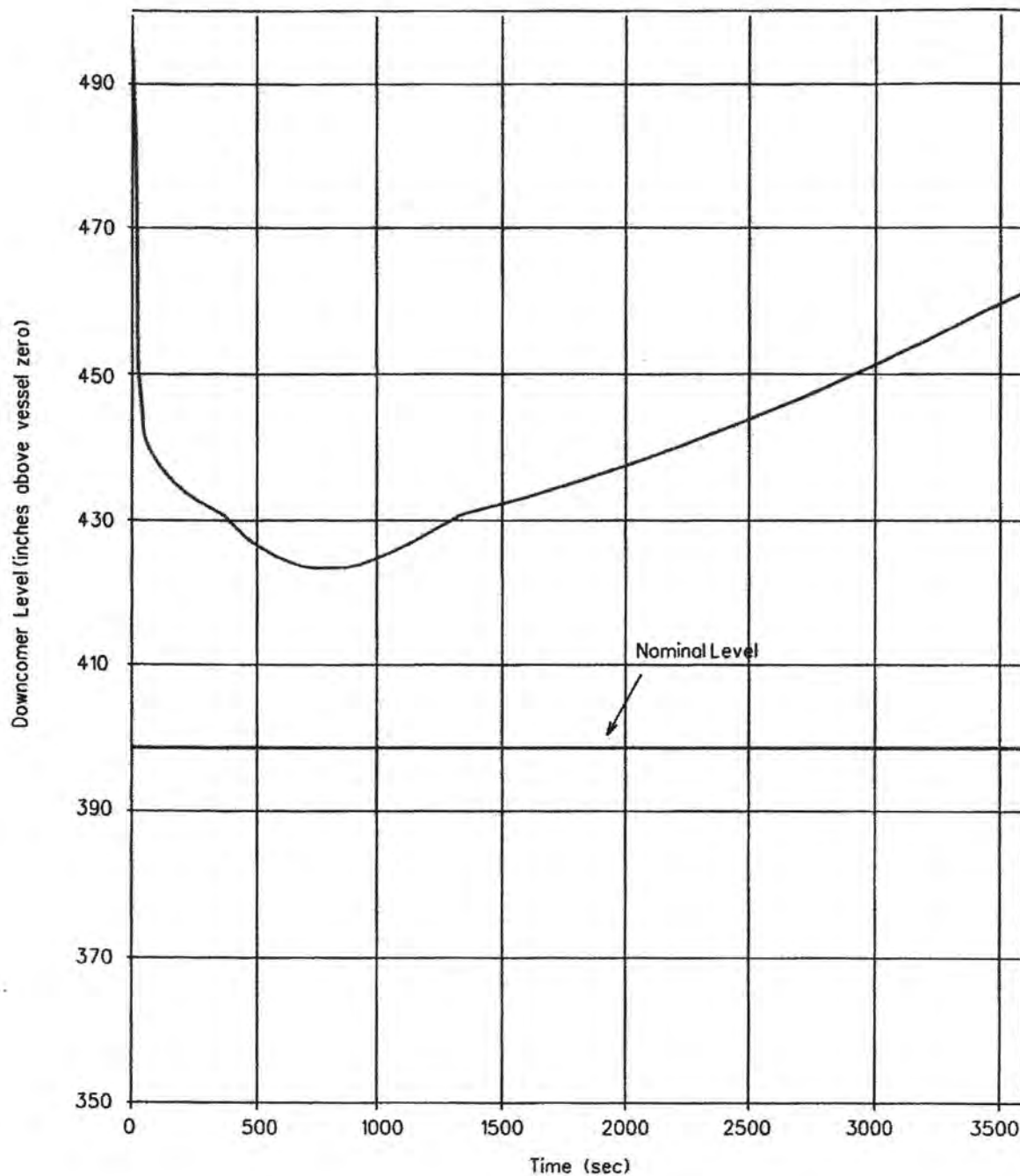


FIGURE: 15.2-9B

LOSS OF FEEDWATER FLOW
EPU (3,988 MWt)
DOWNCOMER LEVEL RESPONSE

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

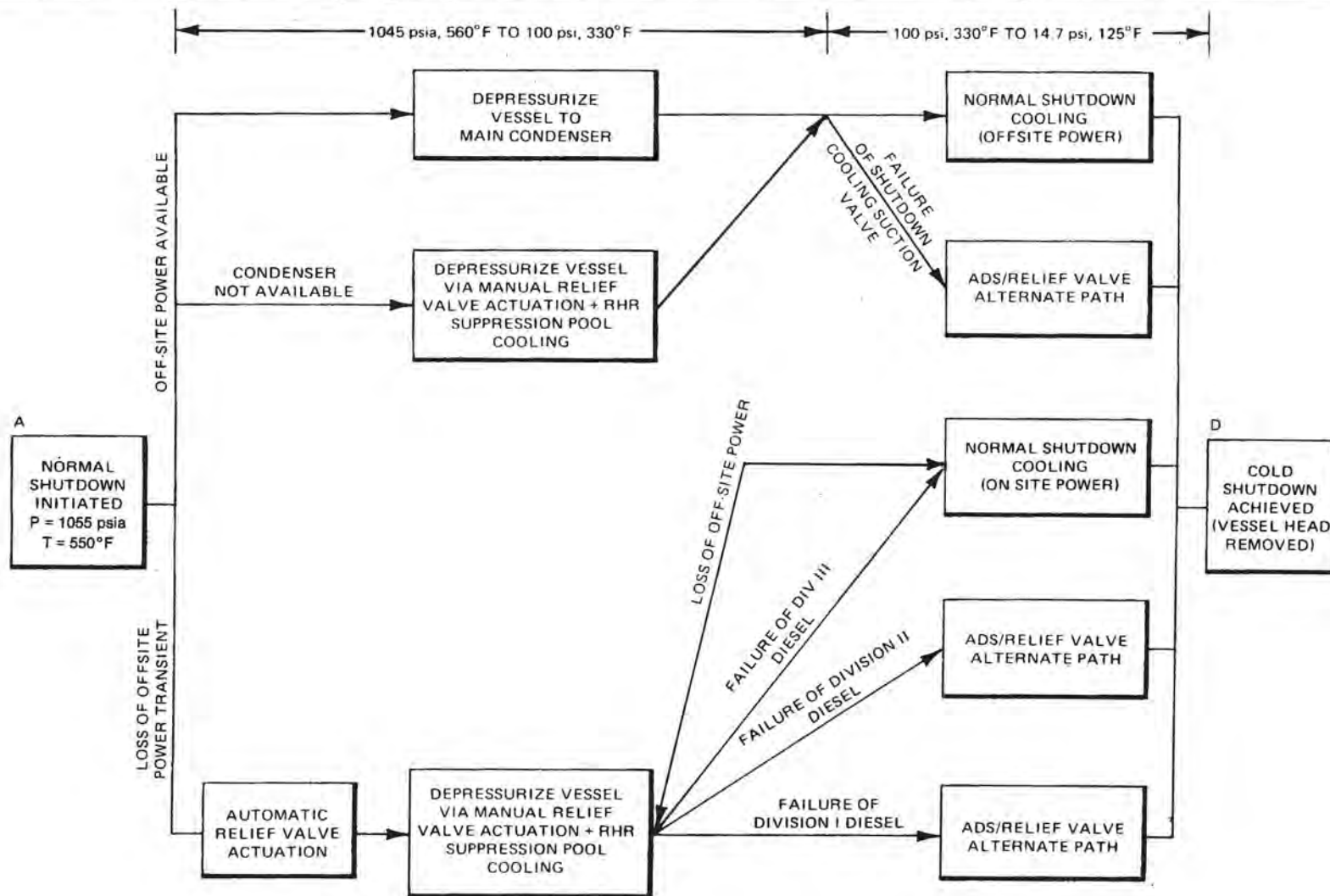
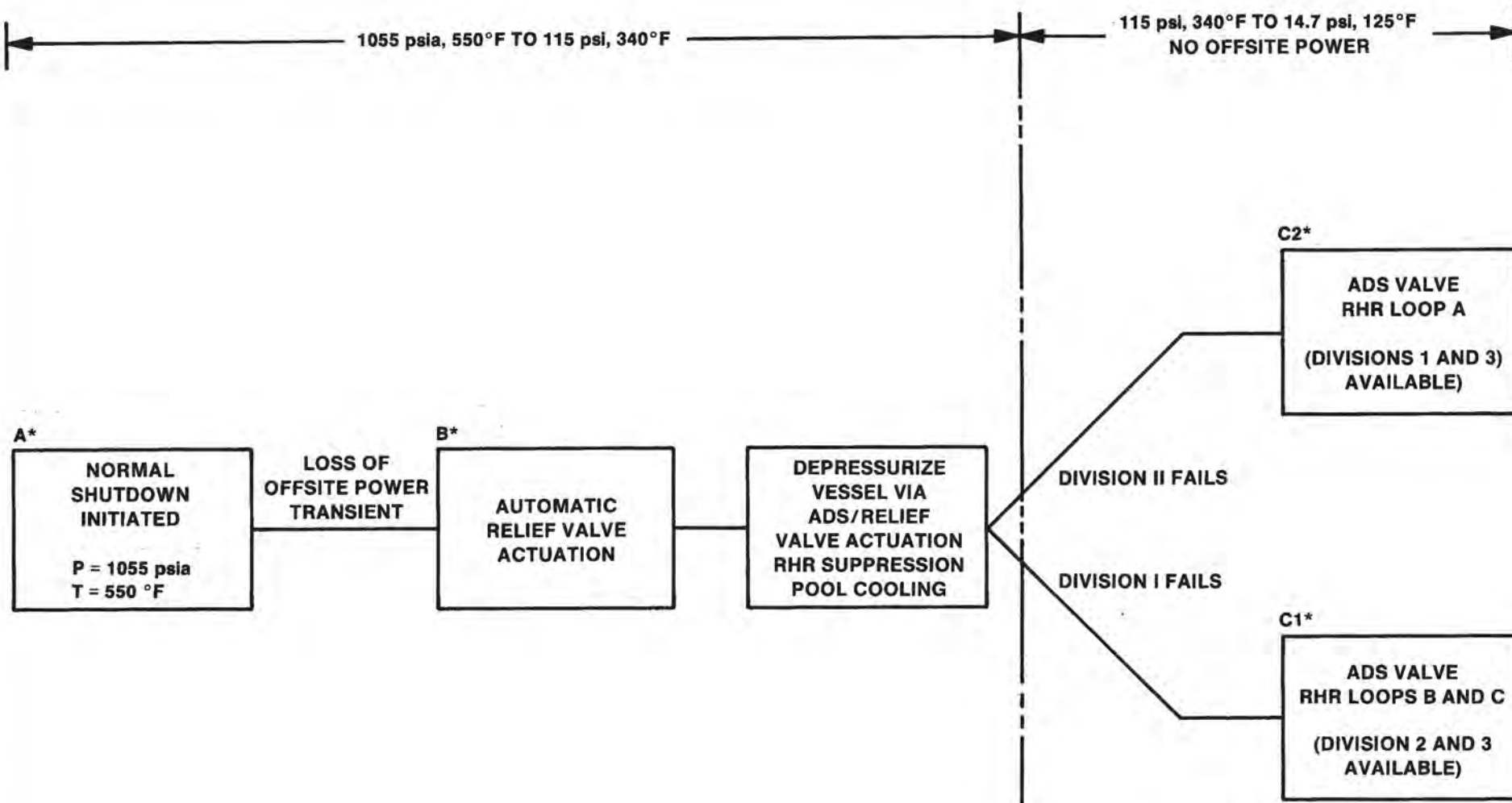


FIGURE 15.2-10

SUMMARY OF PATHS AVAILABLE TO ACHIEVE
COLD SHUTDOWN

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT



*FOR DEFINITION OF A,B,C1, AND C2, SEE NOTES ON NEXT 2 PAGES.

FIGURE 15.2-11

ADS/RHR COOLING LOOPS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

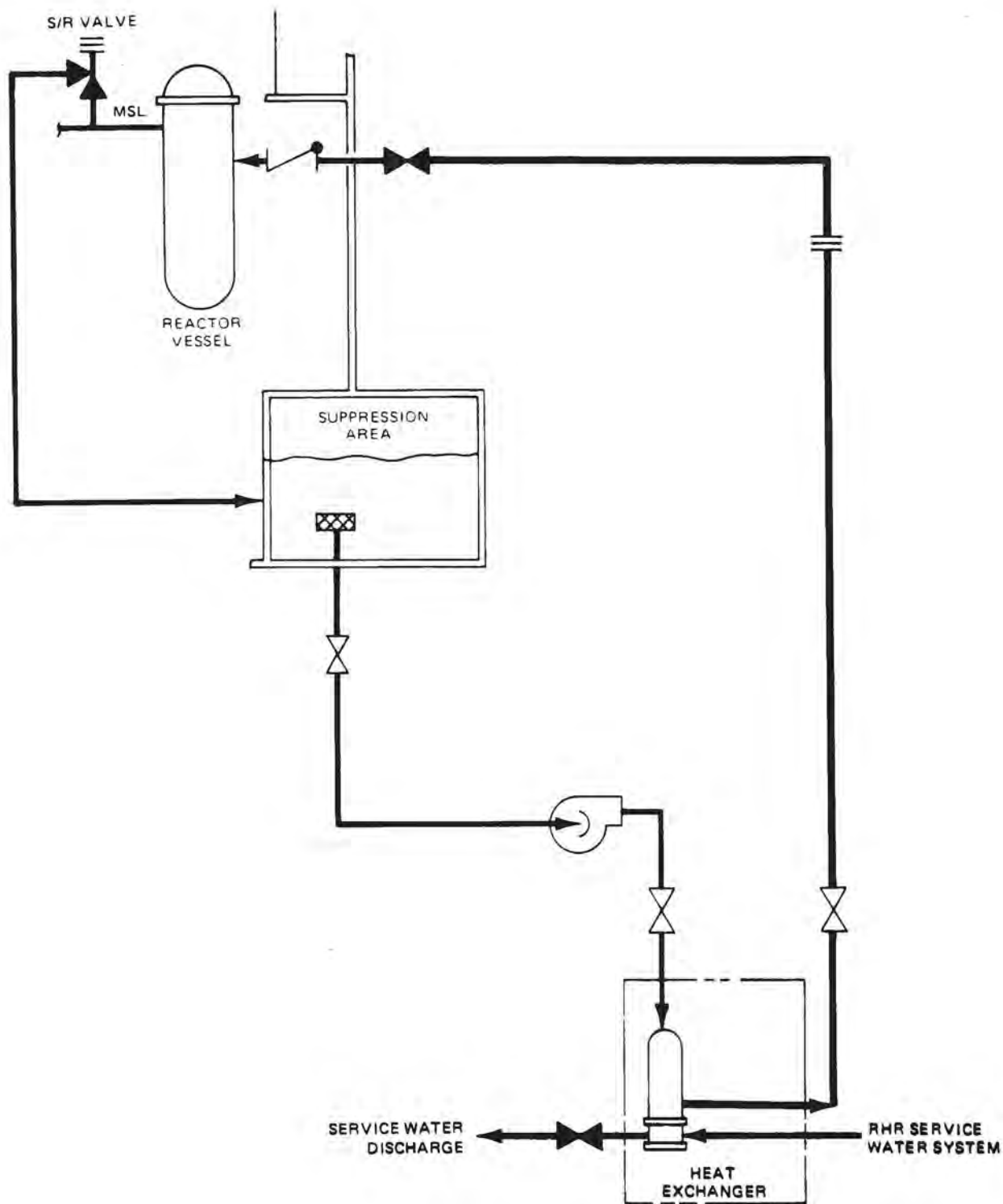


FIGURE 15.2-12

ACTIVITY C1 ALTERNATE SHUTDOWN COOLING
PATH UTILIZING RHR LOOP B

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

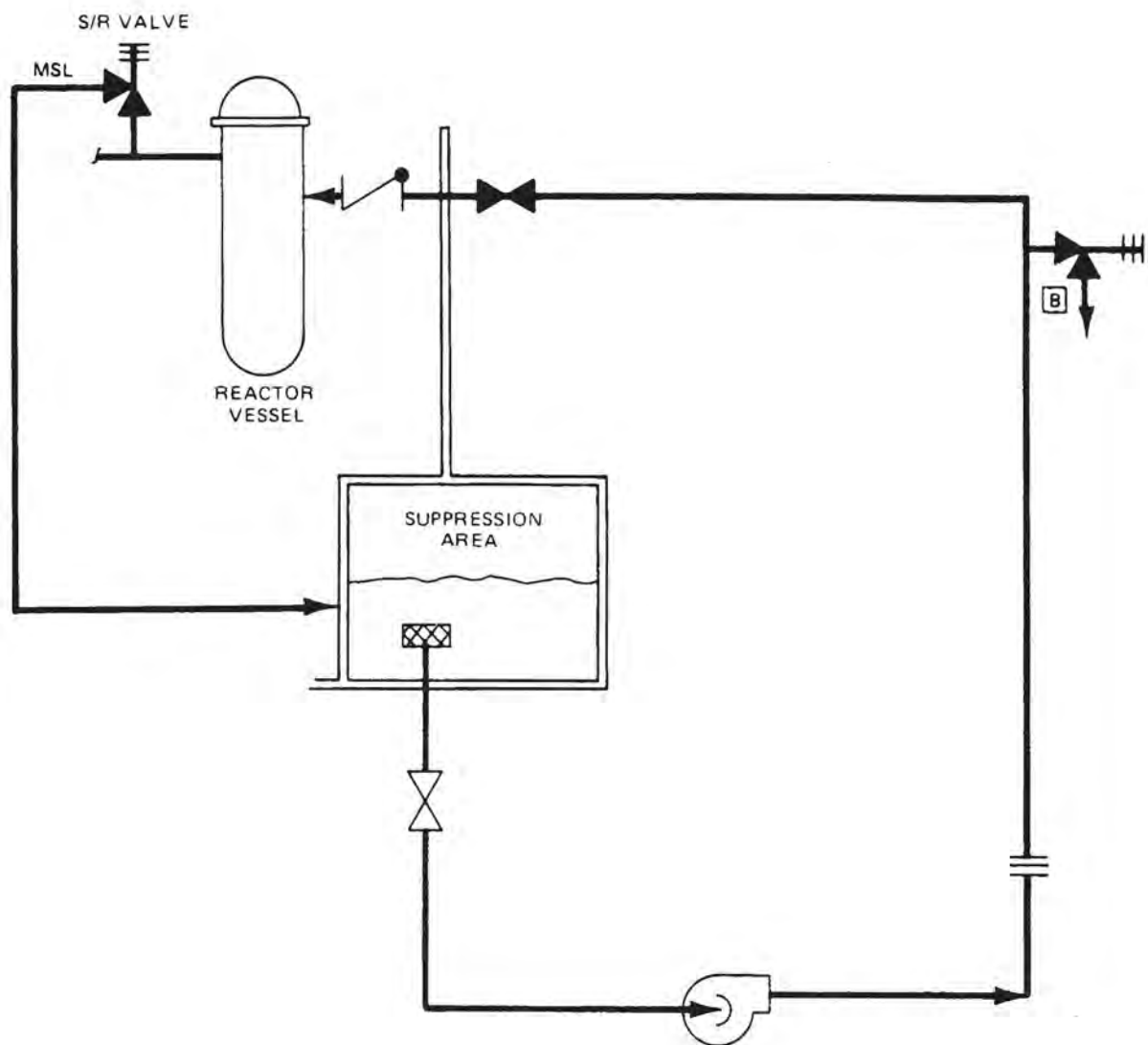


FIGURE 15.2-13

RHR LOOP C

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

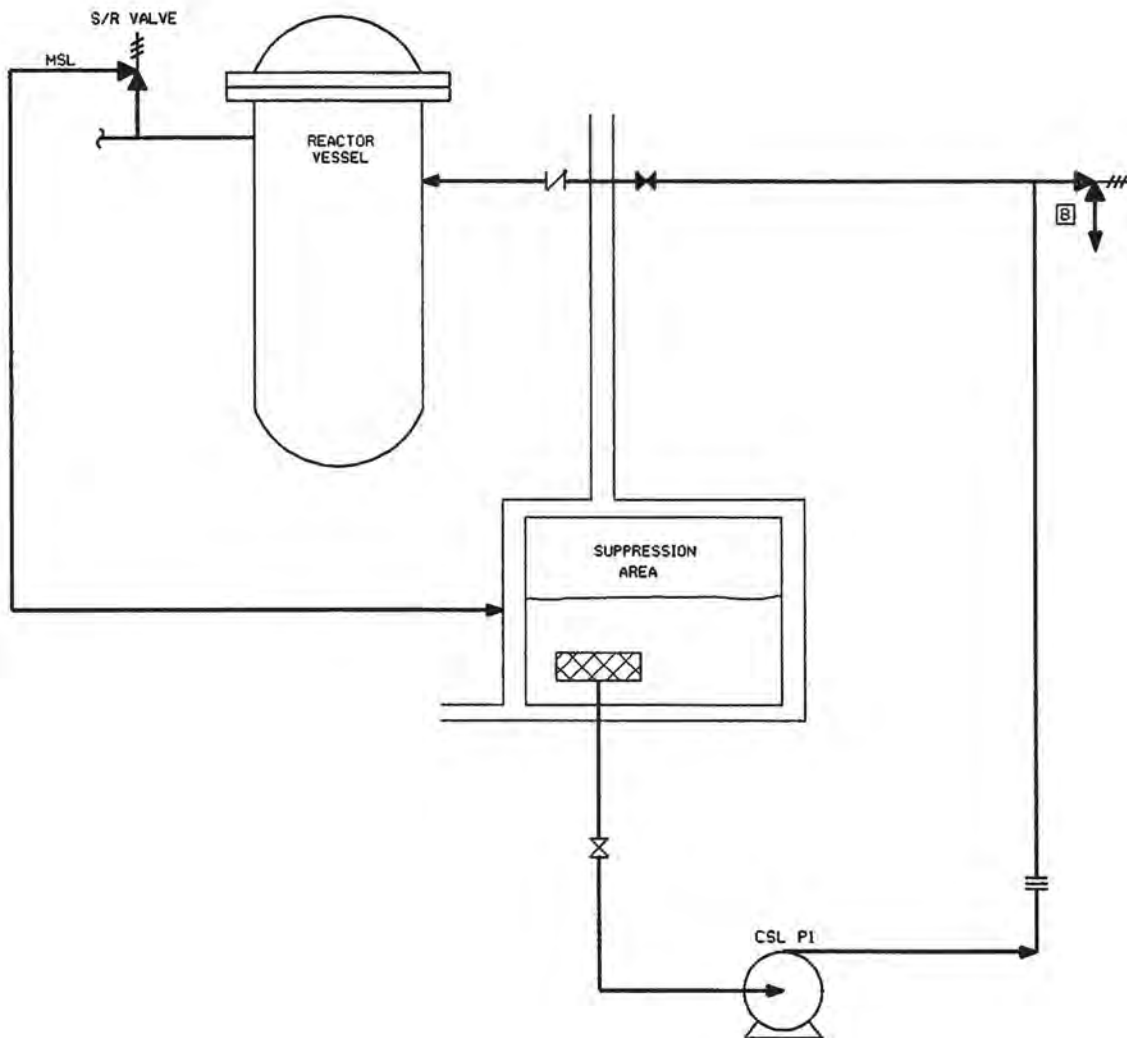


FIGURE 15.2-13a

LOW PRESSURE CORE SPRAY (CSL)
IN ALTERNATE SHUTDOWN COOLING

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

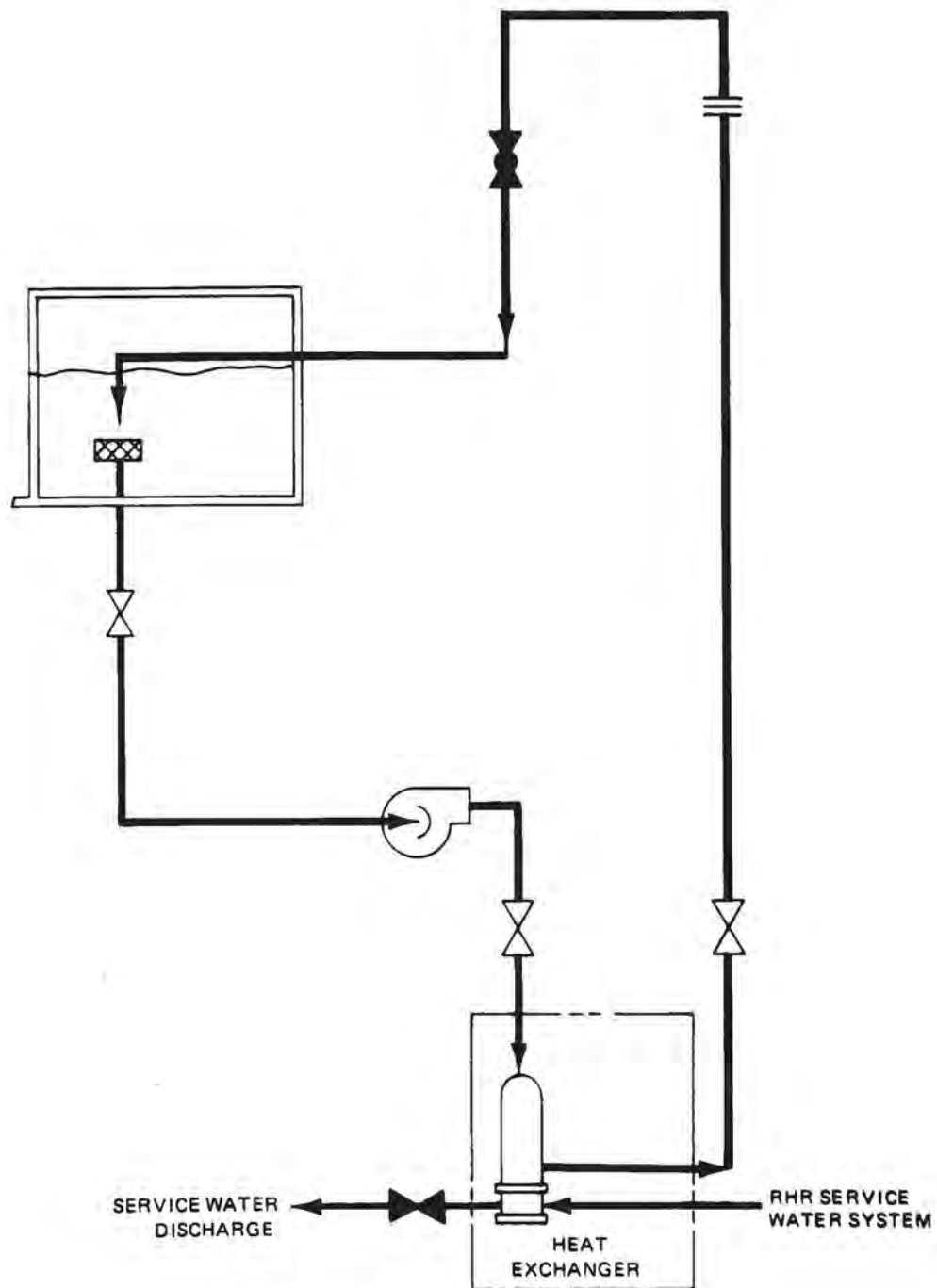


FIGURE 15.2-14

RHR LOOP B (SUPPRESSION POOL
COOLING MODE)

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

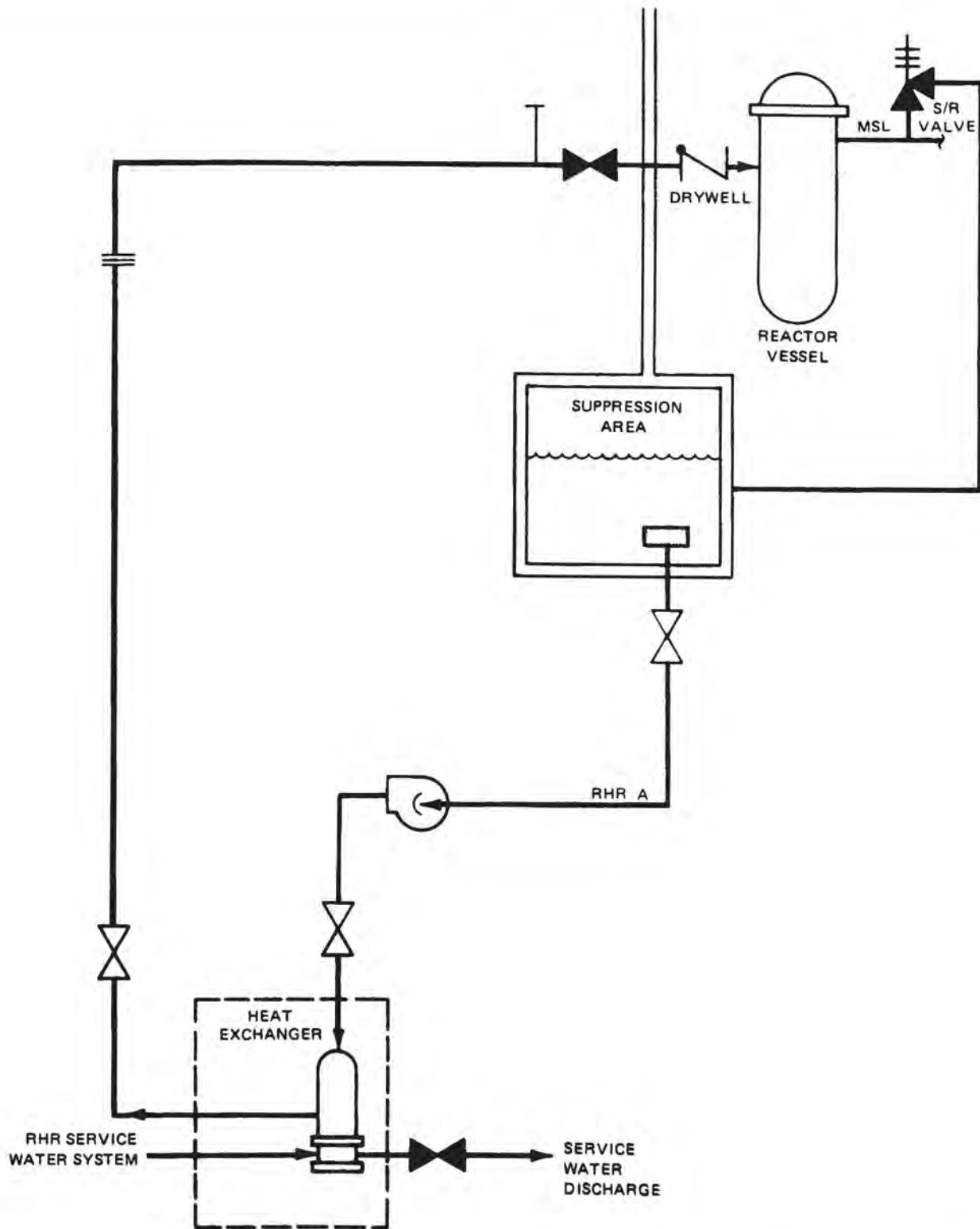


FIGURE 15.2-15

ACTIVITY C2 ALTERNATE SHUTDOWN
COOLING PATH UTILIZING RHR LOOP A

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

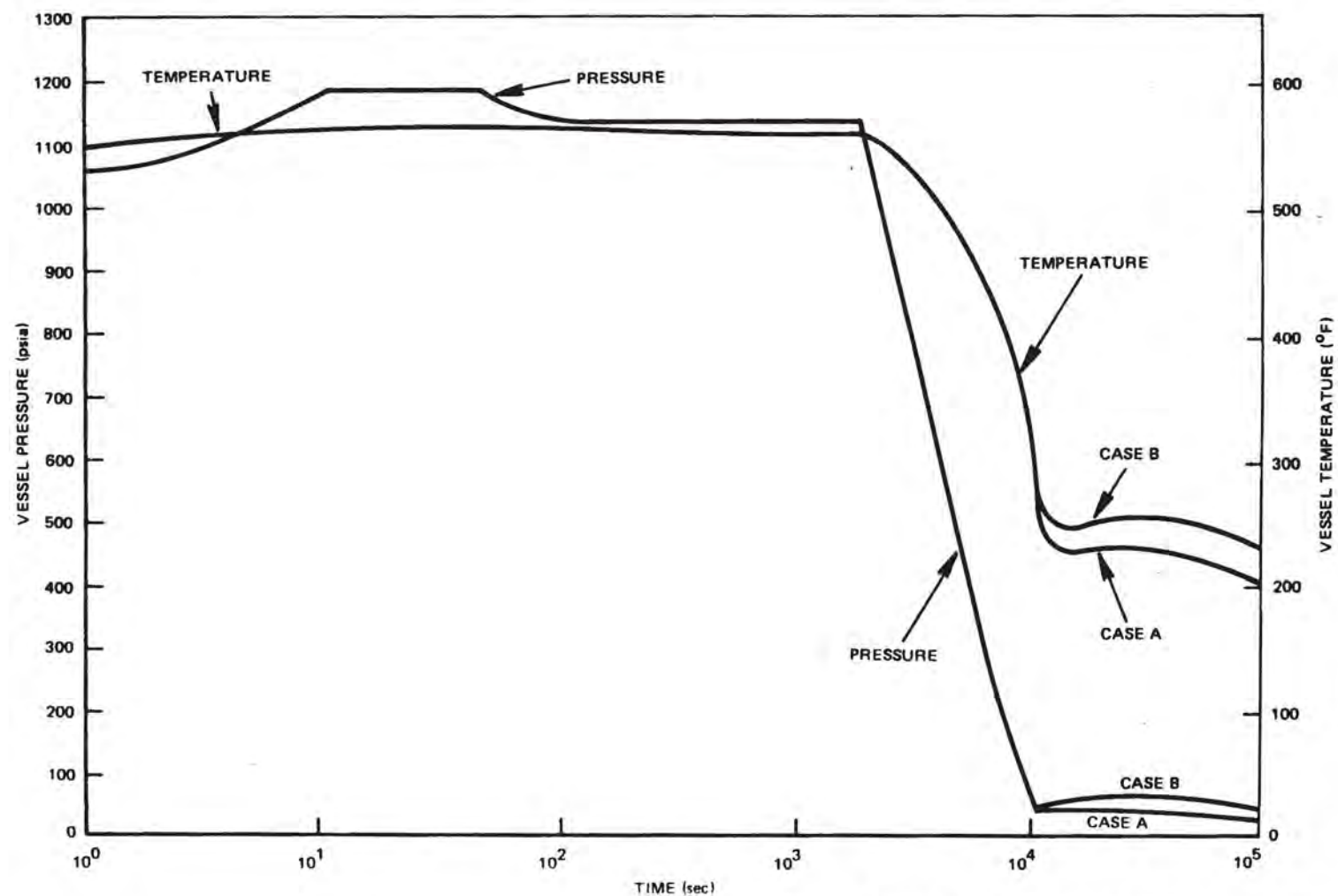


FIGURE 15.2-16

VESSEL TEMPERATURE AND PRESSURE
VS. TIME

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

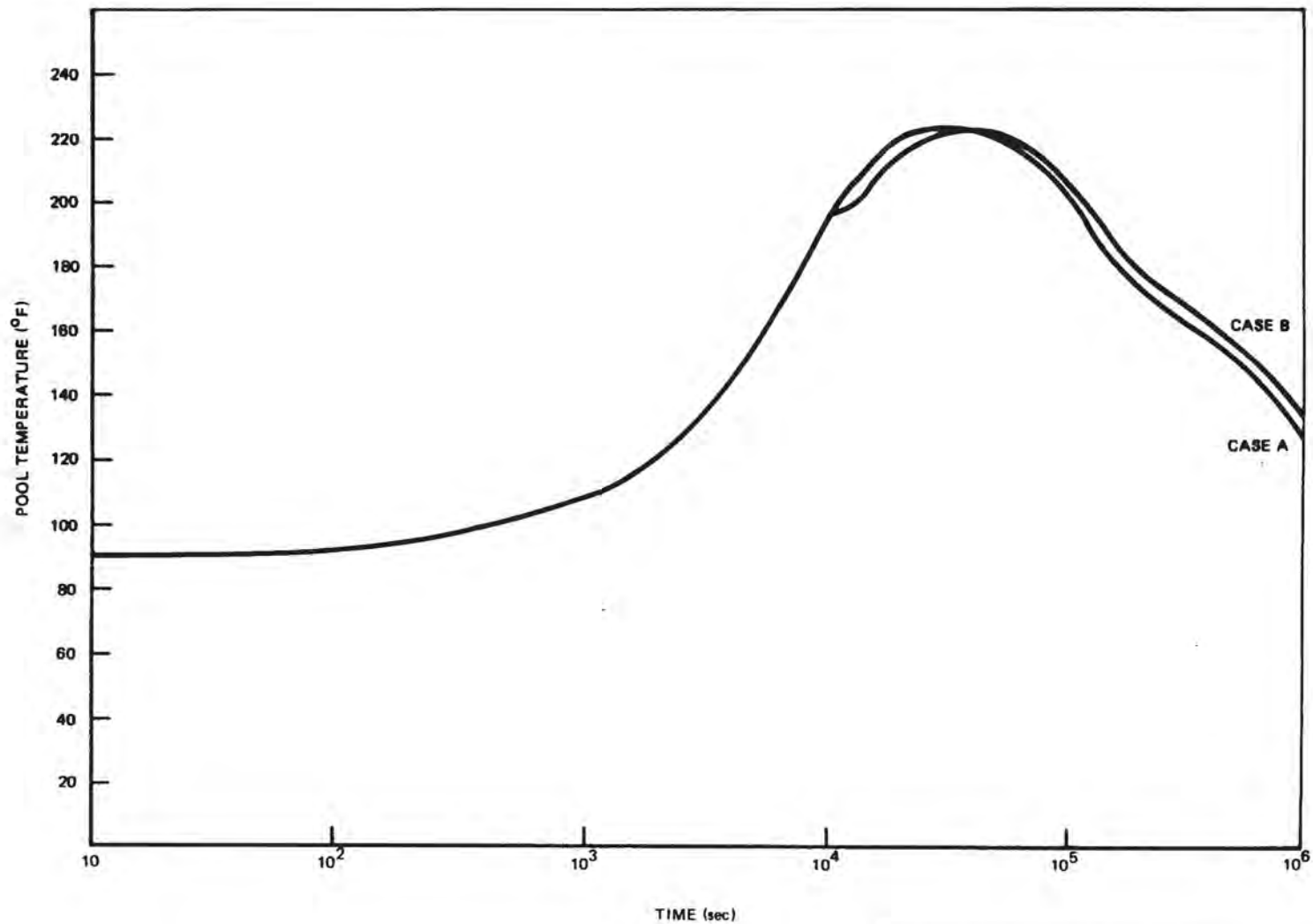
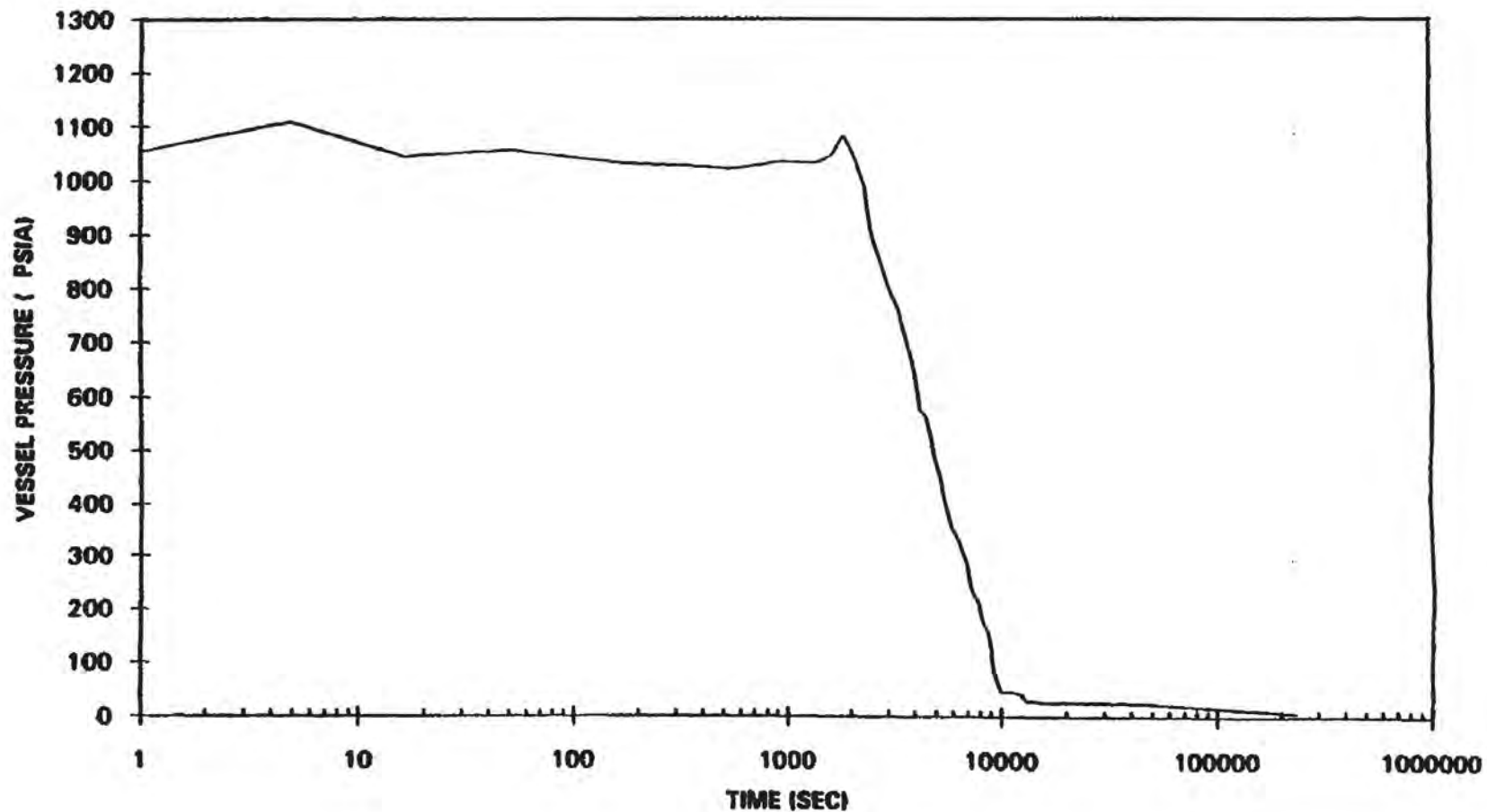


FIGURE 15.2-17

SUPPRESSION POOL TEMPERATURE
VS. TIME

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

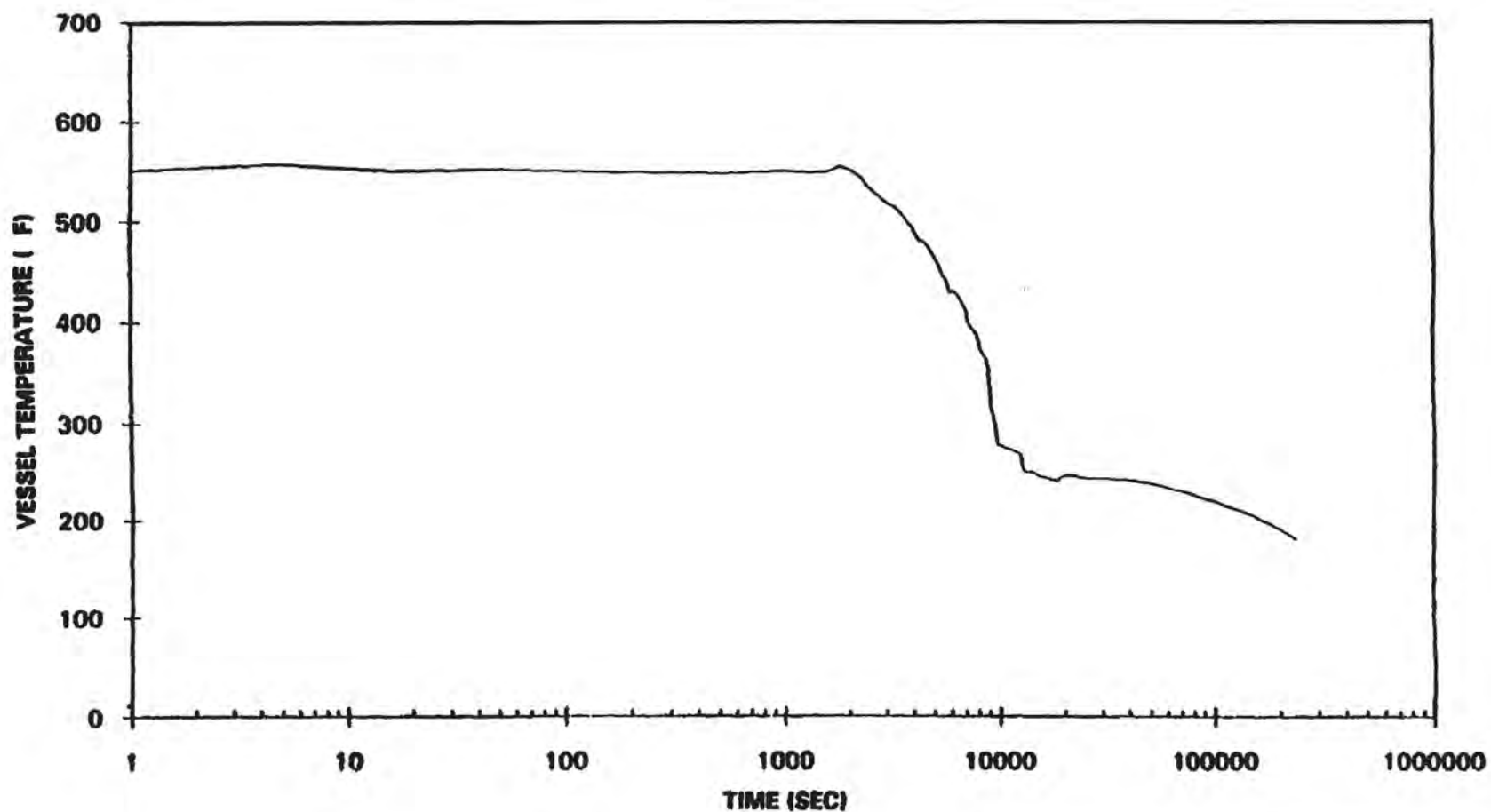


THIS DRAWING CREATED ELECTRONICALLY

FIGURE 15.2-18

VESSEL PRESSURE VS. TIME
ALTERNATE SHUTDOWN COOLING
ANALYSIS- POWER UPRATE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

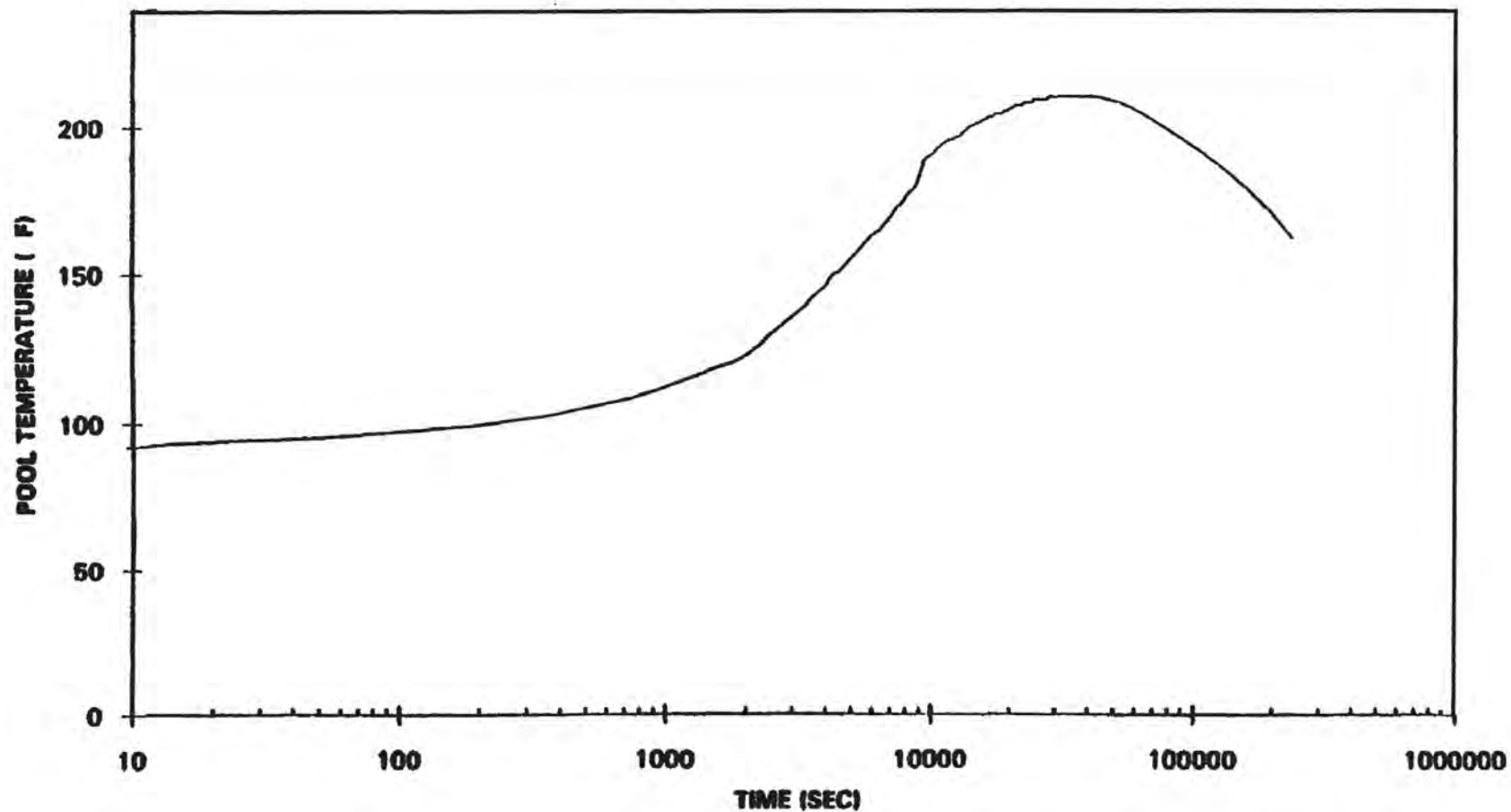


THIS DRAWING CREATED ELECTRONICALLY

FIGURE 15.2-19

VESSEL TEMPERATURE VS. TIME
ALTERNATE SHUTDOWN COOLING
ANALYSIS- POWER UPRATE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT



THIS DRAWING CREATED ELECTRONICALLY

FIGURE 15.2-20

SUPPRESSION POOL TEMPERATURE VS TIME
ALTERNATE SHUTDOWN COOLING
ANALYSIS- POWER UPRATE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

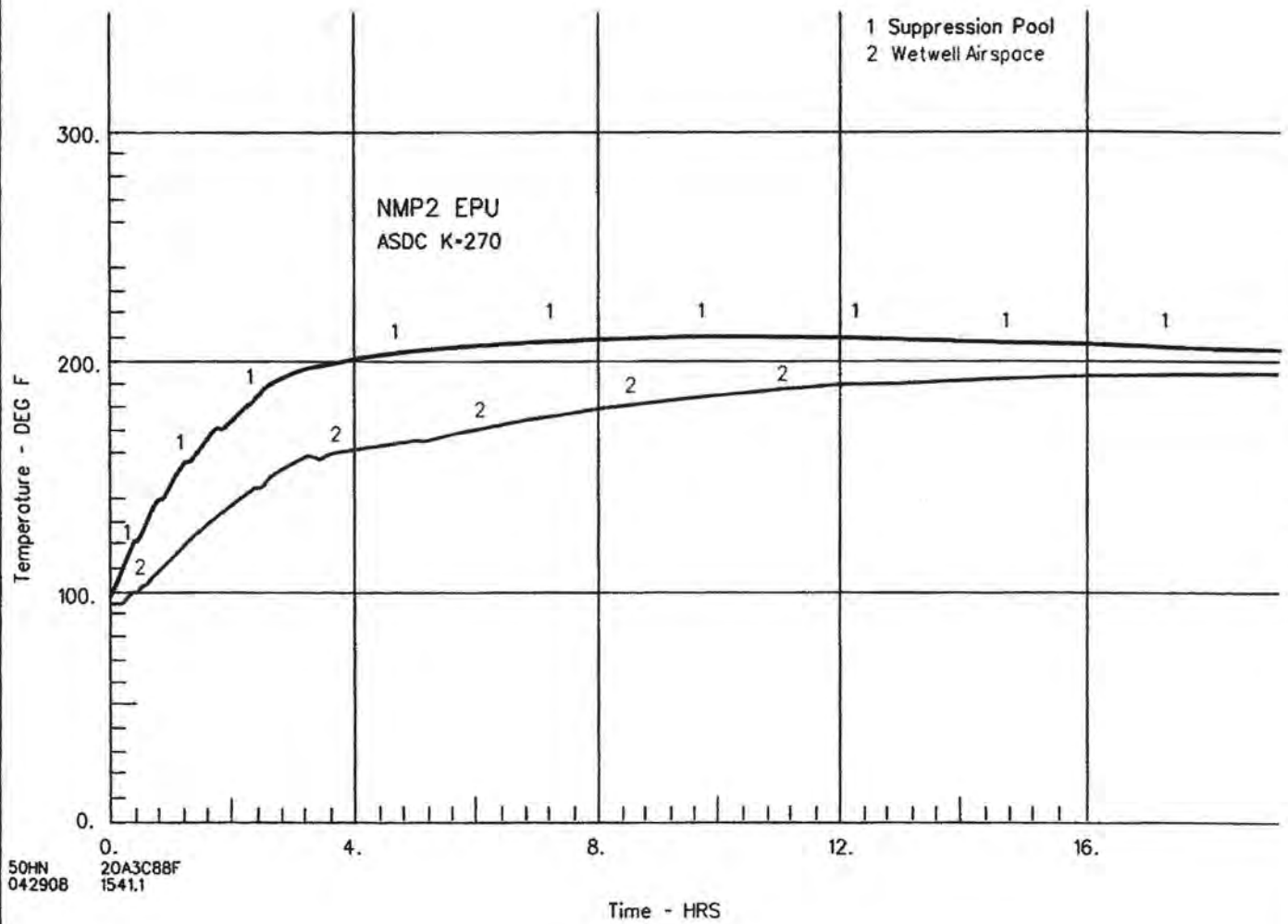
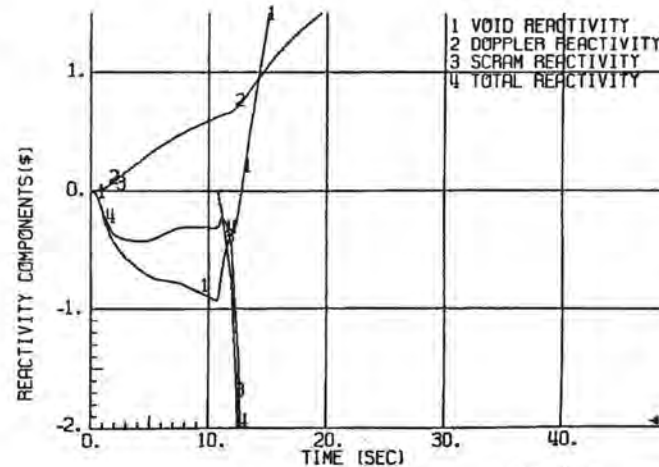
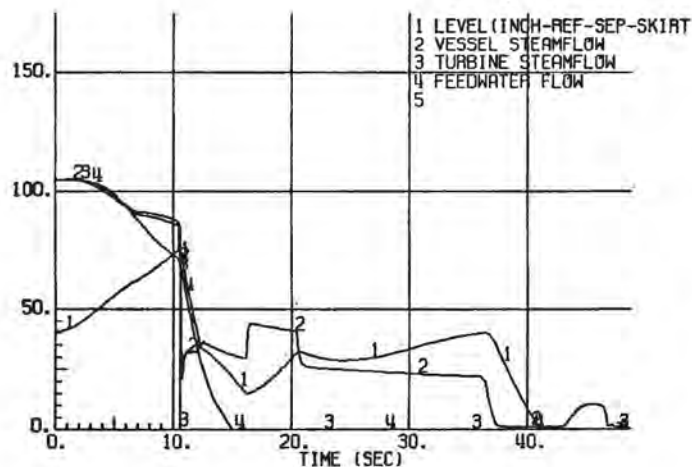
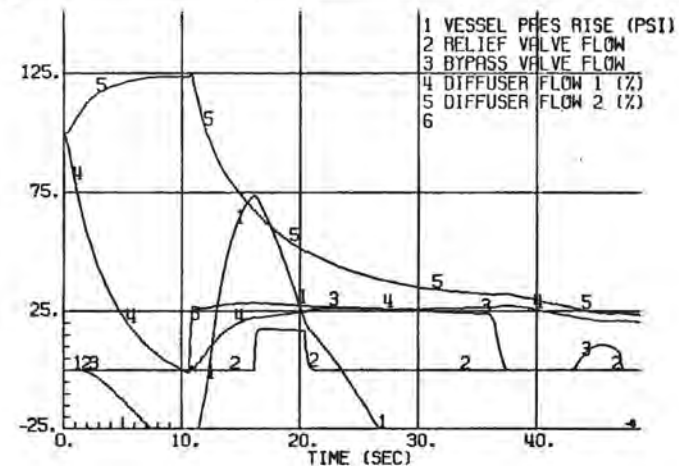
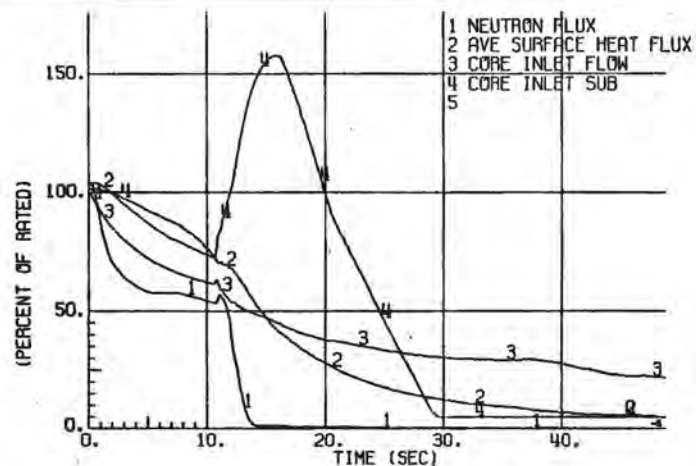


FIGURE: 15.2-20A

EPU SUPPRESSION POOL
TEMPERATURE RESPONSE
TO ASDC EVENT

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

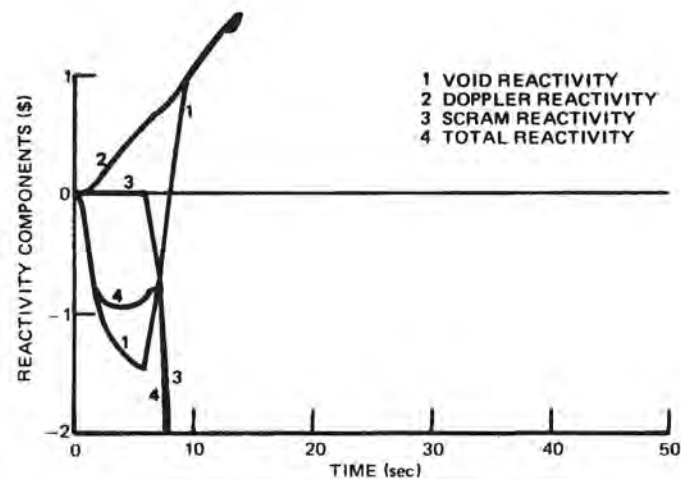
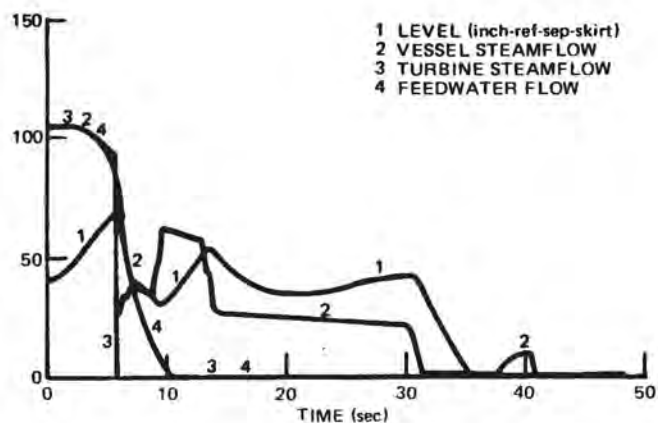
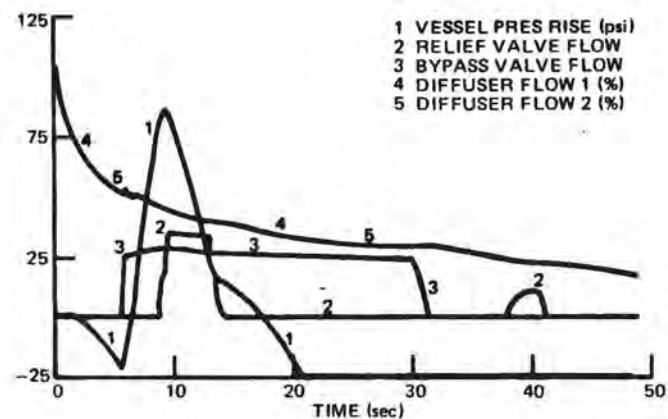
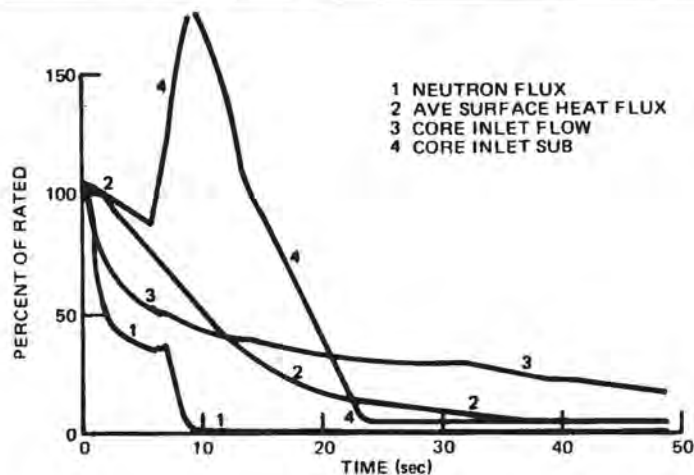


NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.3-1

TRIP OF ONE RECIRCULATION
PUMP MOTOR

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

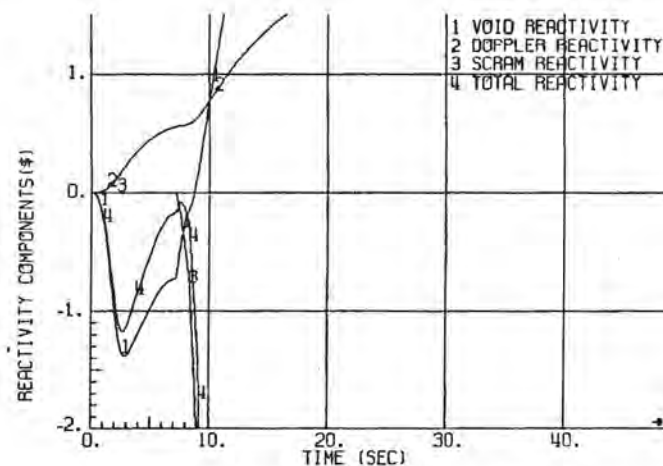
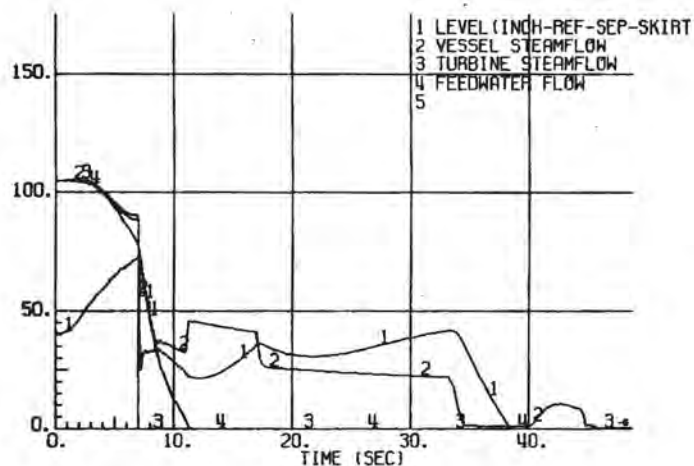
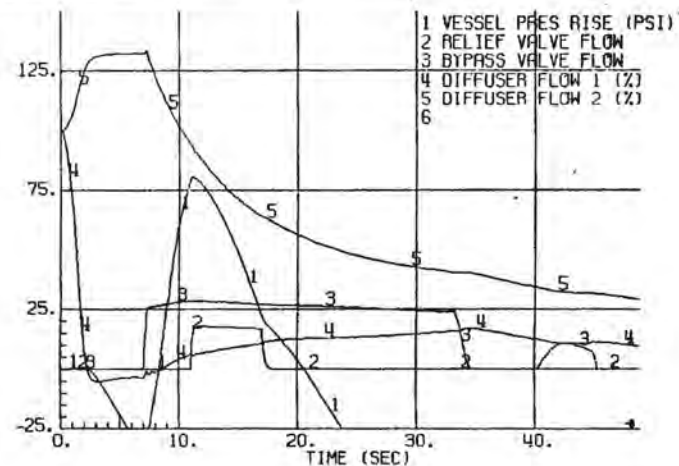
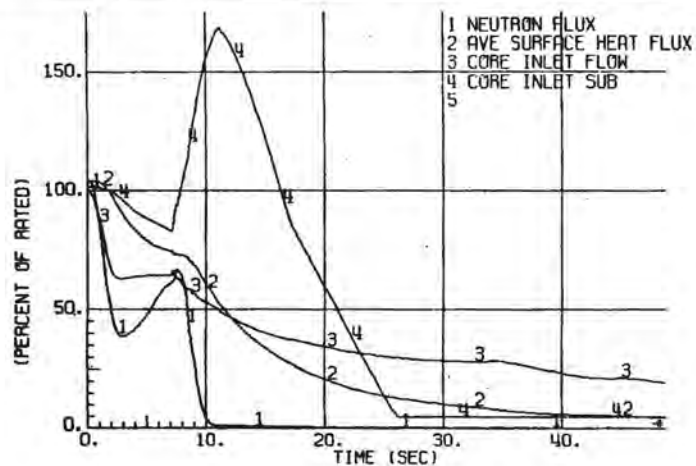


NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.3-2

TRIP OF BOTH RECIRCULATION
PUMP MOTORS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

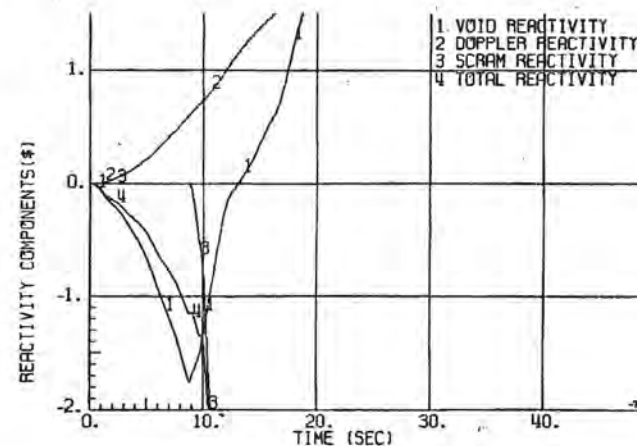
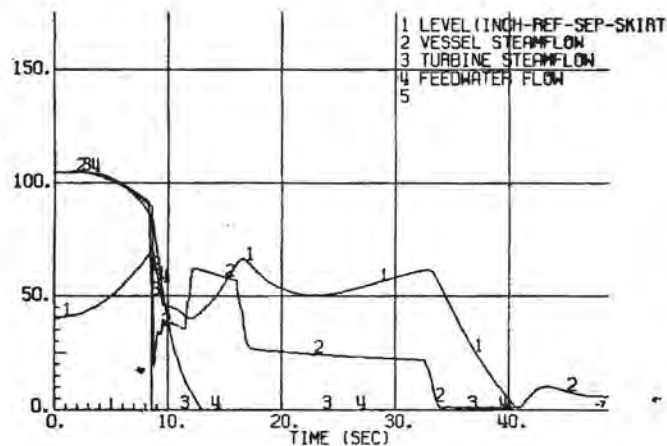
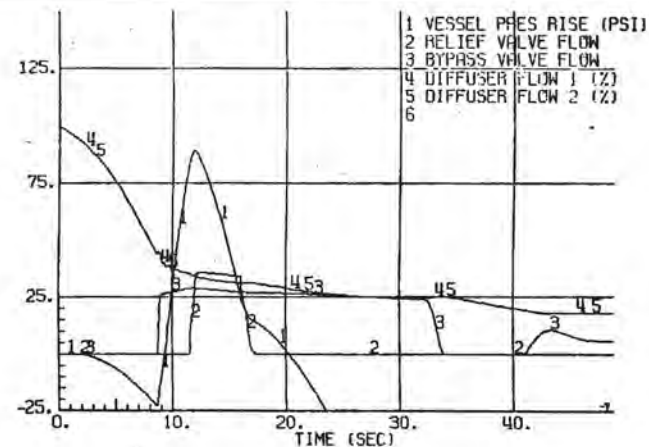
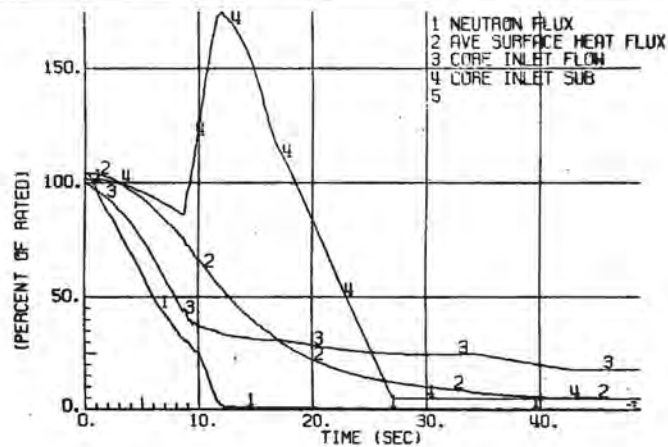


NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.3-3

FAST CLOSURE OF ONE MAIN RECIRCULATION VALVE AT 60% PER SECOND

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT



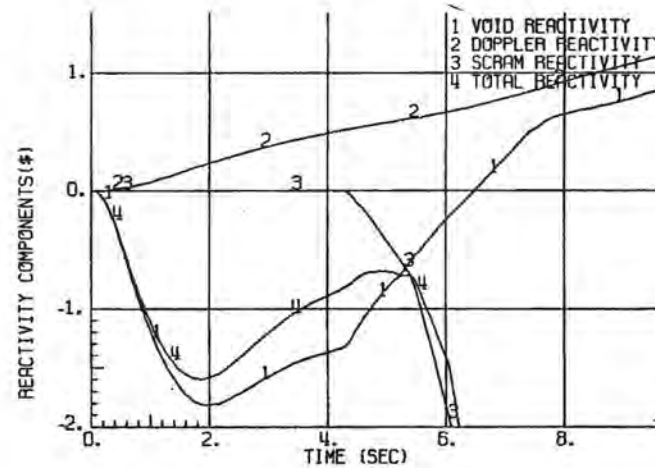
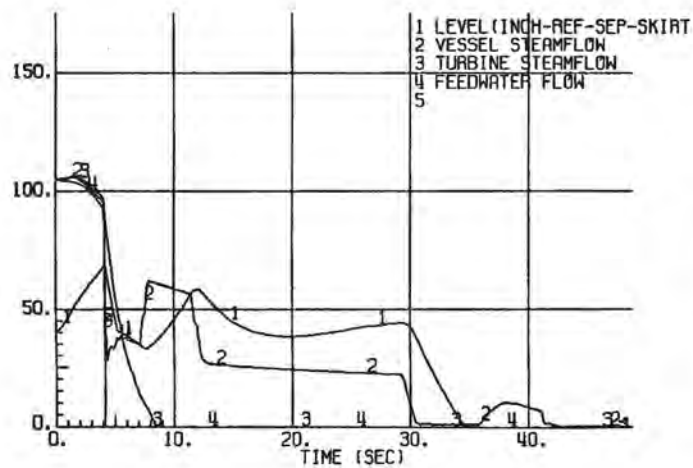
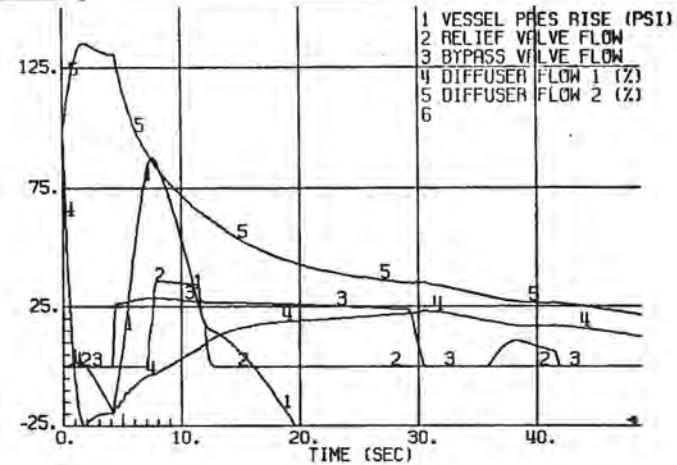
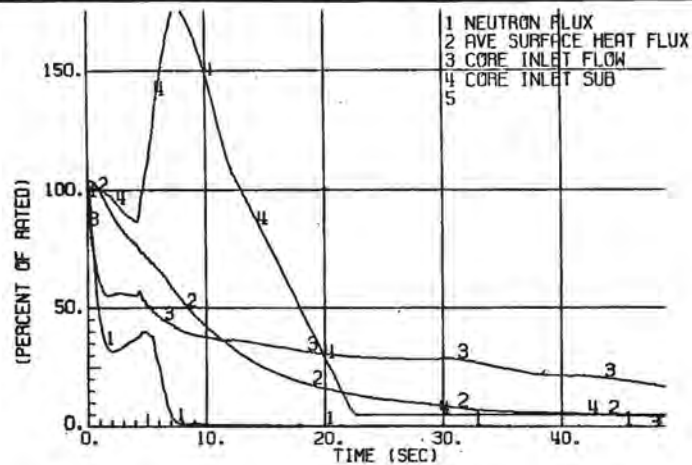
NINE MILE POINT 2
FAST CLOSURE OF BOTH RECIRCULATION VALVES

NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.3-4

FAST CLOSURE OF BOTH MAIN RECIRCULATION VALVES AT 11% PER SECOND

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT



NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.3-5

SEIZURE OF ONE RECIRCULATION PUMP

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

CONTROL ROD COORDINATES ARE SHOWN.

NOVEMBER 1995

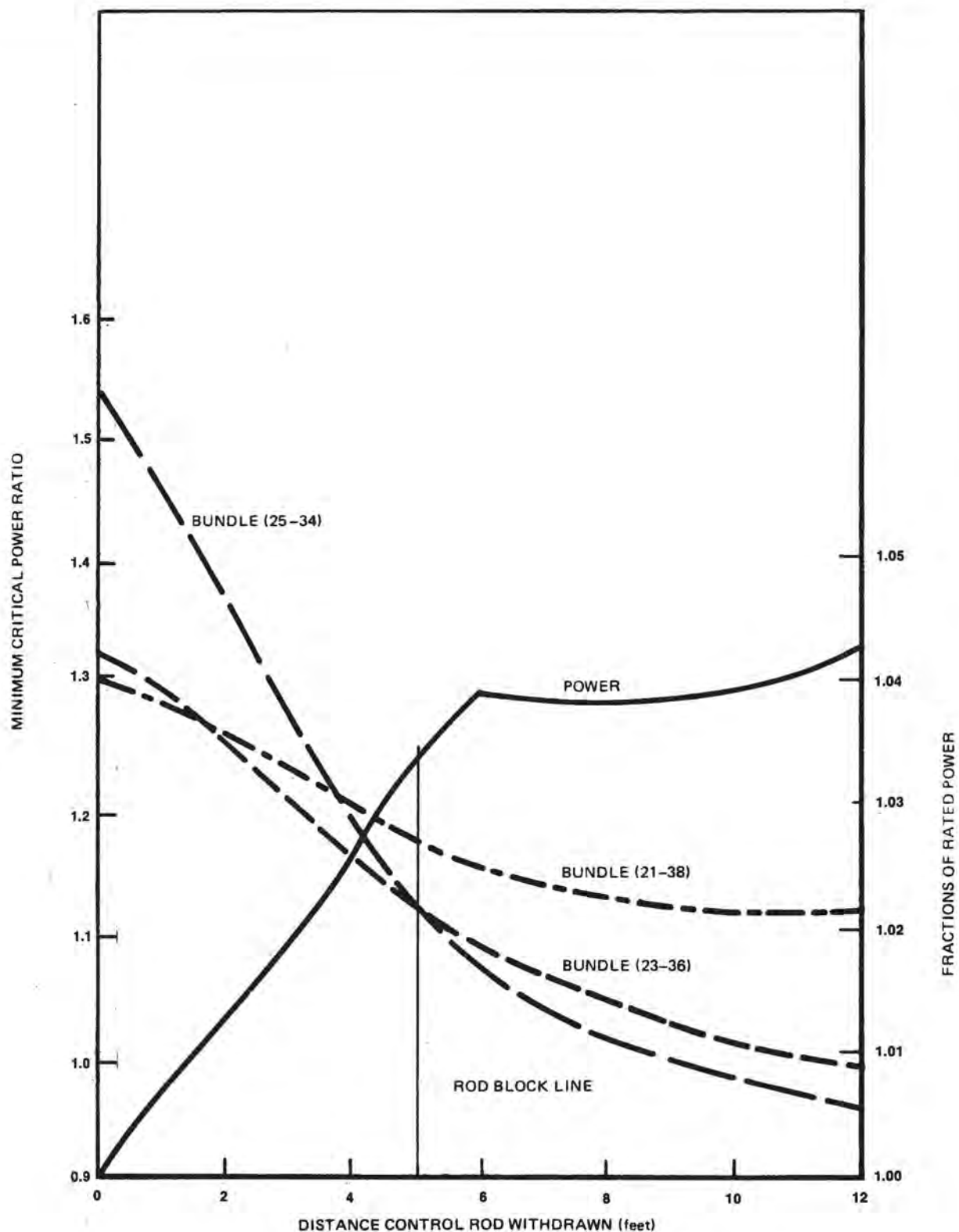


FIGURE 15.4-2

VARIATION OF CORE POWER AND MCPR WITH
THE DISTANCE ROD (26-35) WITHDRAWN
DURING CONTINUOUS
ROD-WITHDRAWAL ERROR

NOTE: THESE RESULTS ARE FOR
CYCLE 1. CYCLE-SPECIFIC RESULTS
ARE PRESENTED IN APPENDIX A.

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

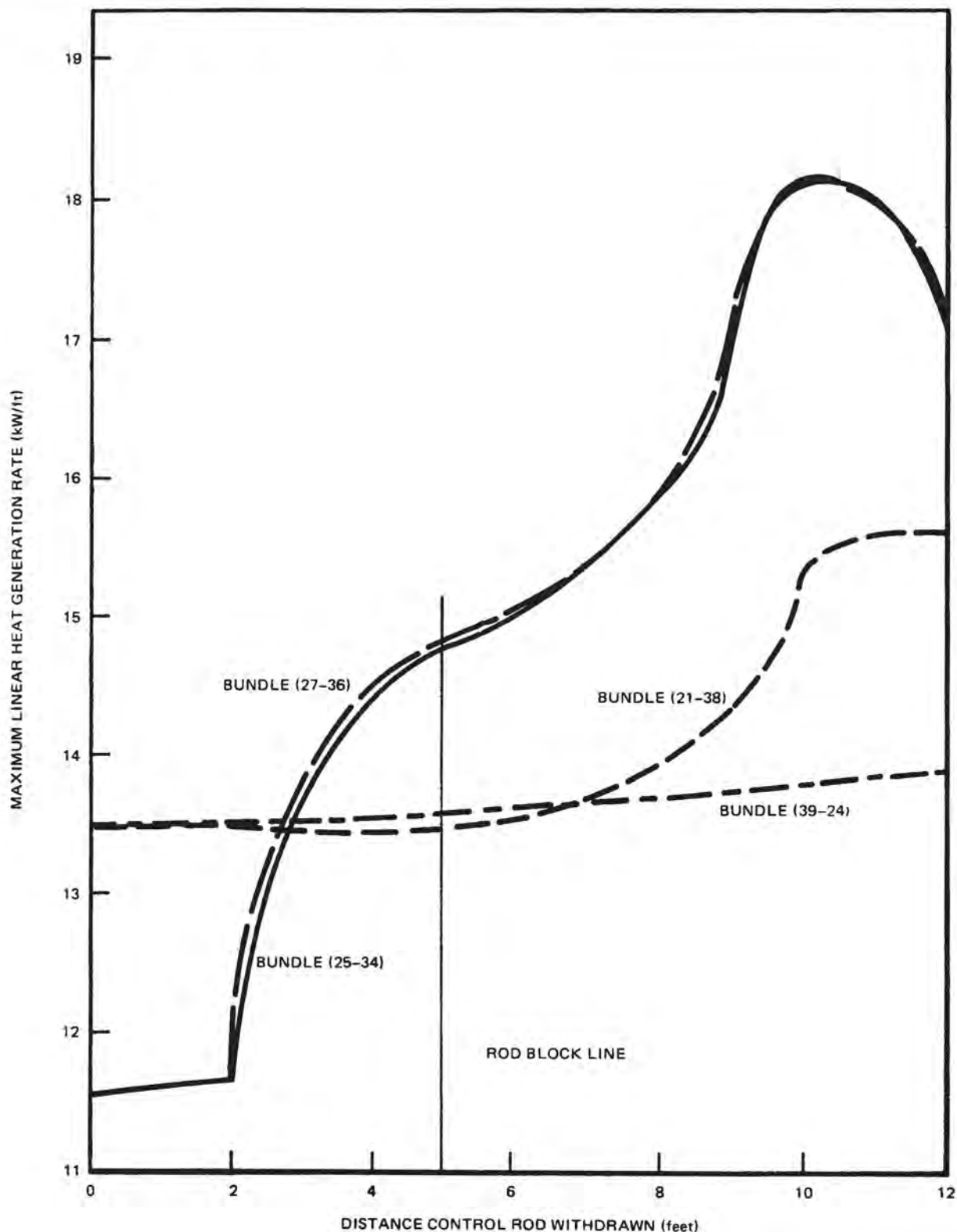
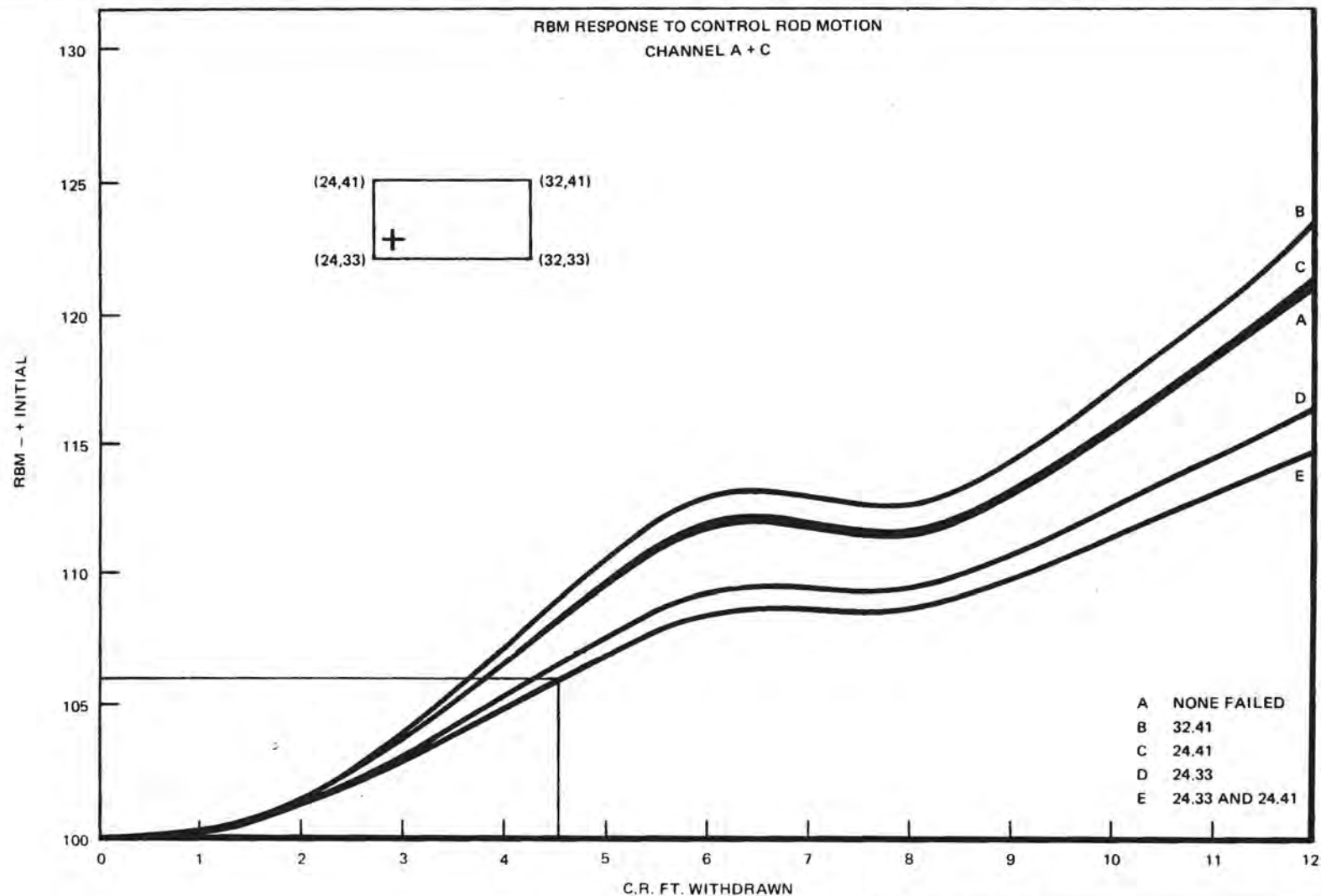


FIGURE 15.4-3

MLHGR VS DISTANCE ROD (26,35)
WITHDRAWN

NOTE: THESE RESULTS ARE FOR
CYCLE 1. CYCLE-SPECIFIC RESULTS
ARE PRESENTED IN APPENDIX A.

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

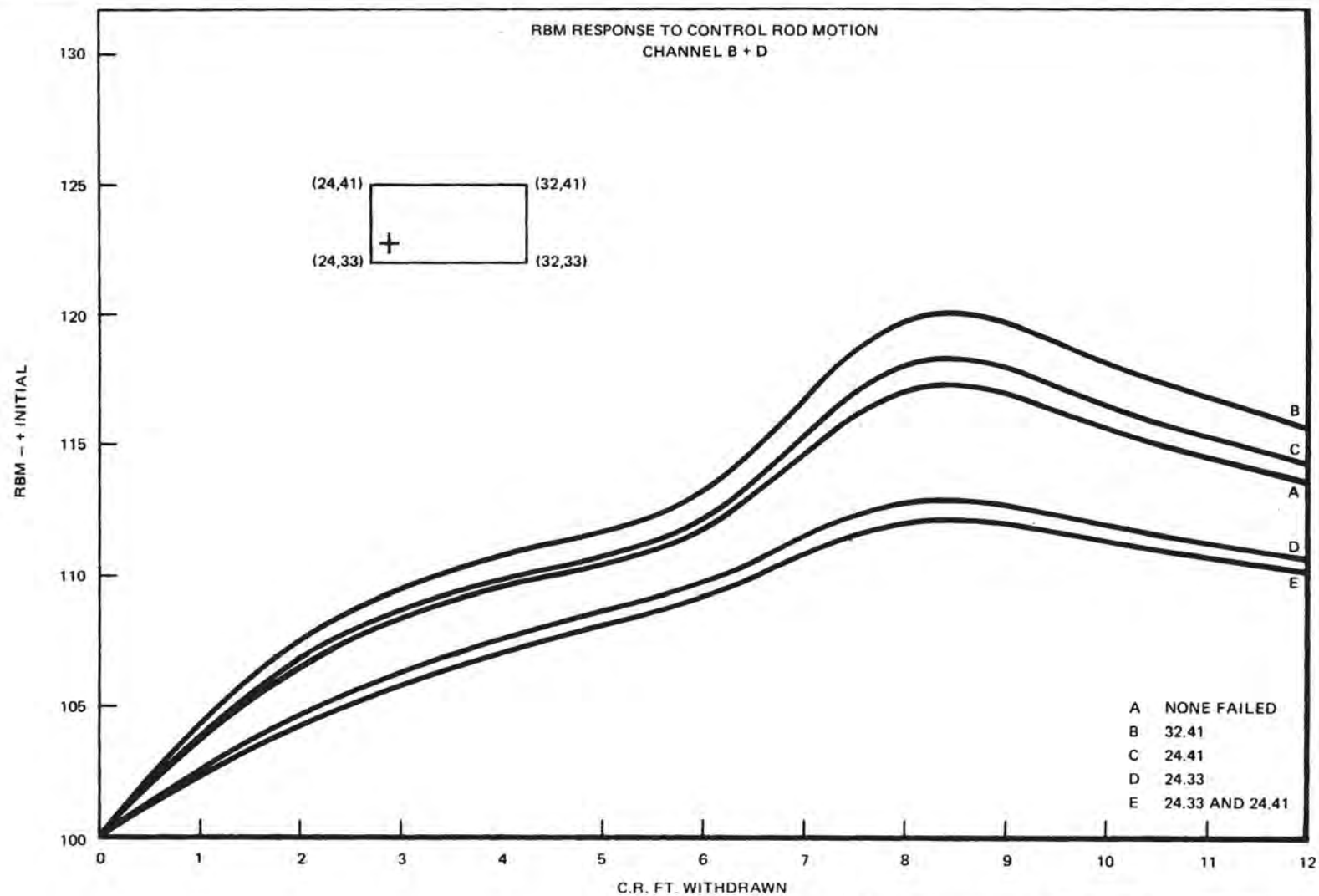


NOTE: THESE RESULTS ARE FOR CYCLE 1. CYCLE-SPECIFIC RESULTS ARE PRESENTED IN APPENDIX A.

FIGURE 15.4-4

RBM RESPONSE TO CONTROL ROD MOTION,
CHANNEL A & C

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

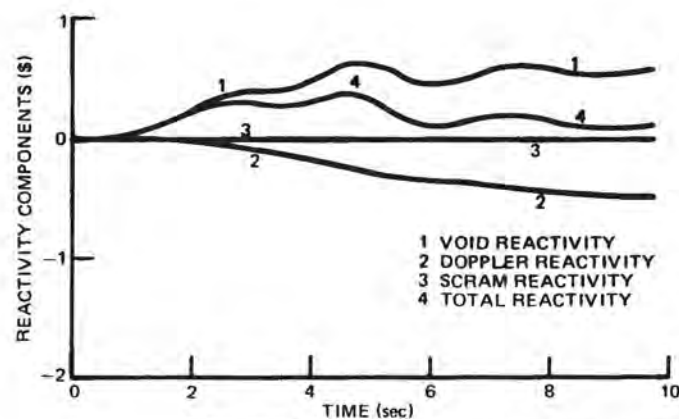
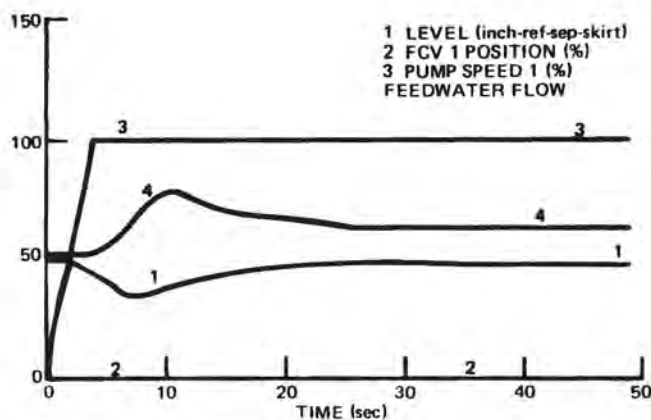
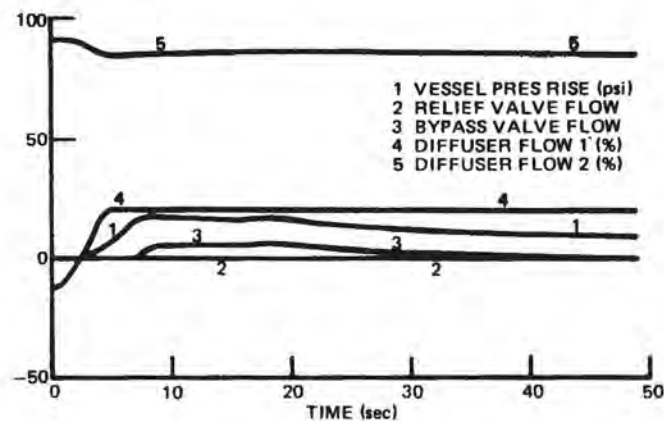
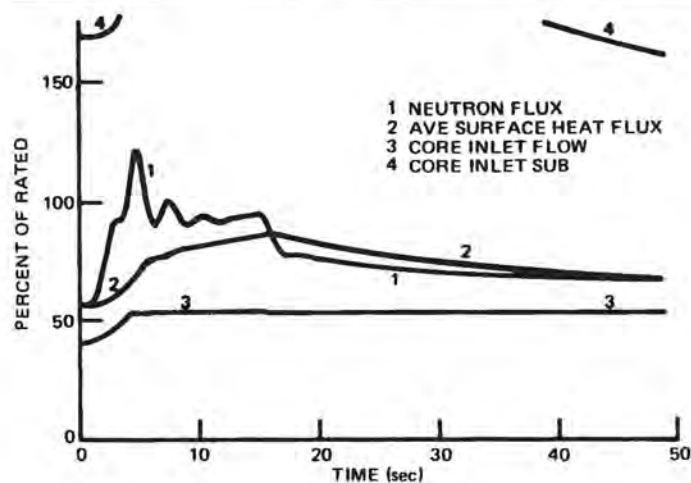


NOTE: THESE RESULTS ARE FOR CYCLE 1. CYCLE-SPECIFIC RESULTS ARE PRESENTED IN APPENDIX A.

FIGURE 15.4-5

RBM RESPONSE TO CONTROL ROD MOTION,
CHANNEL B & D

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT



NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.4-6

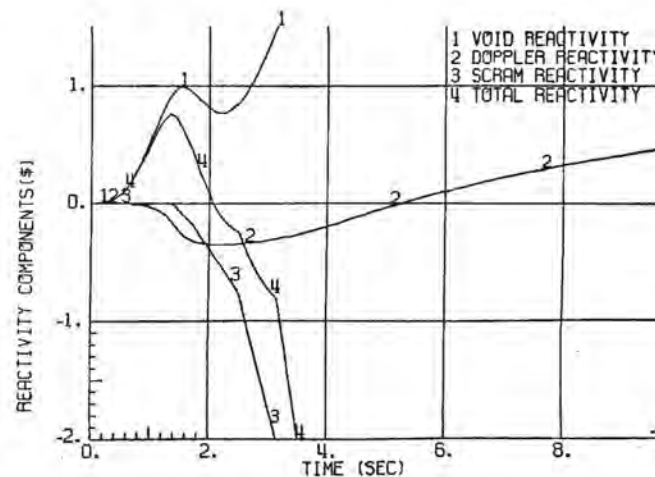
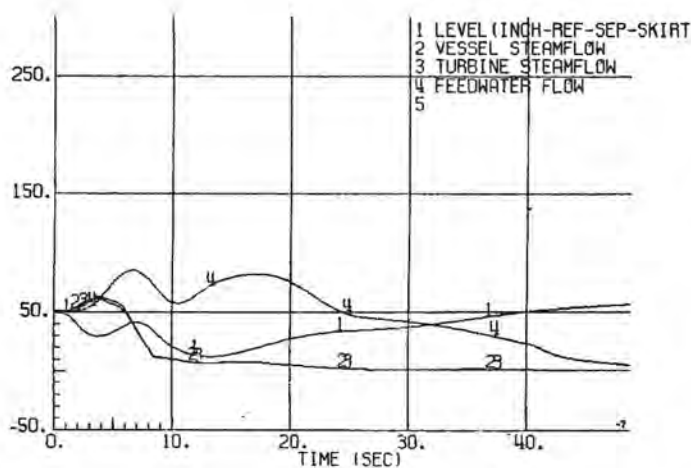
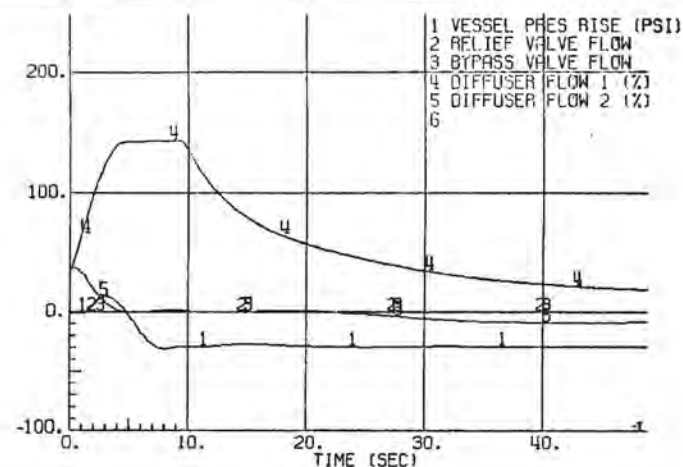
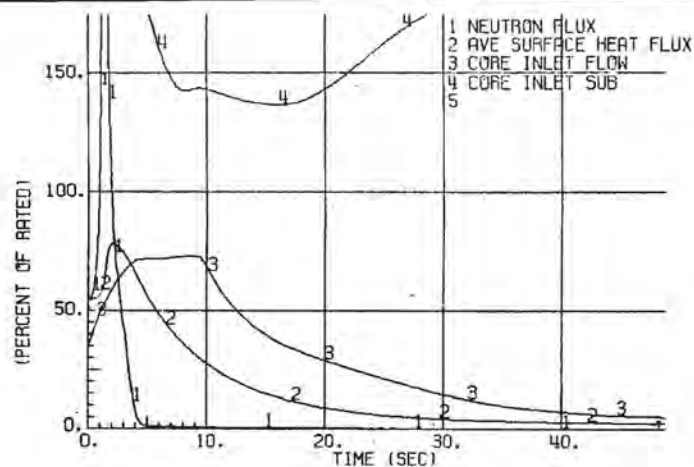
ABNORMAL STARTUP OF IDLE
RECIRCULATION LOOP PUMP

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2

UPDATED SAFETY ANALYSIS REPORT

USAR REVISION 8

NOVEMBER 1995



NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.4-7

FAST OPENING OF ONE MAIN RECIRCULATION LOOP VALVE AT 30% PER SECOND

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

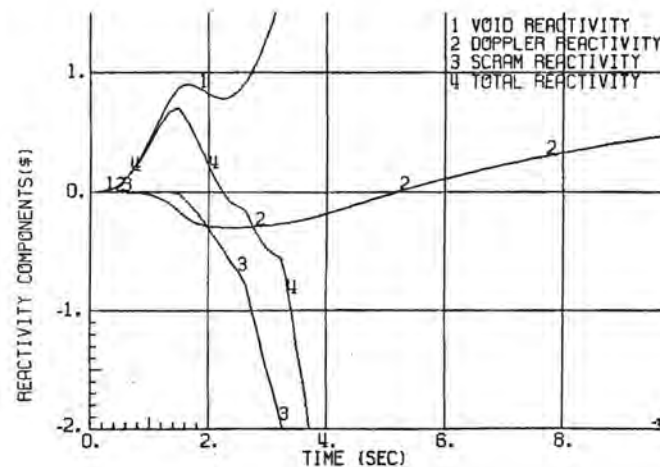
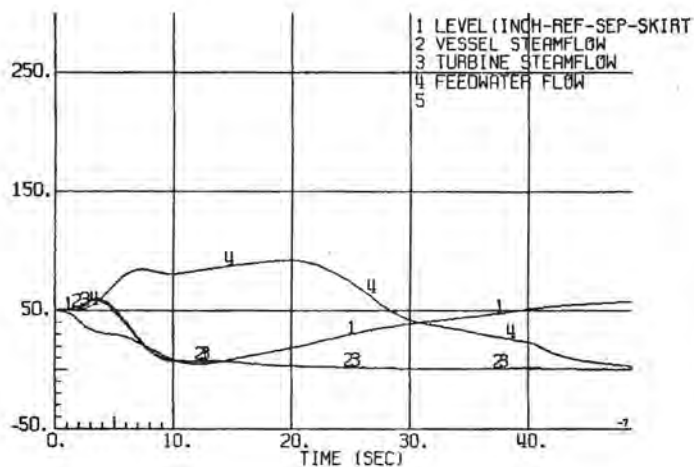
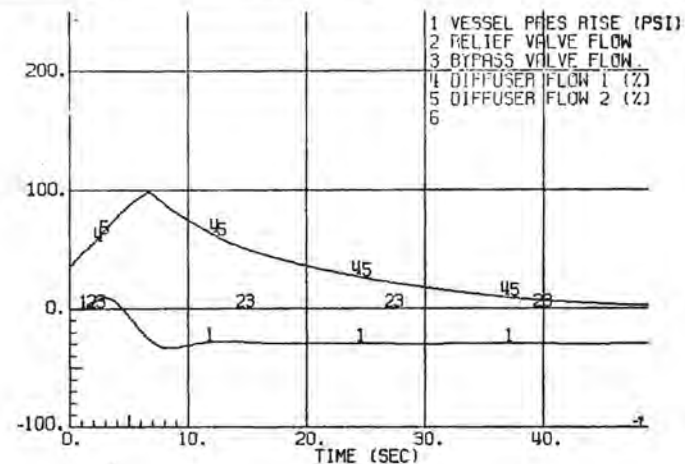
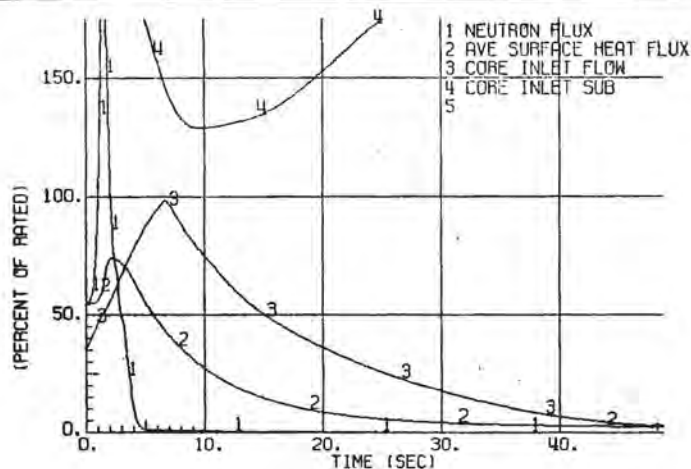
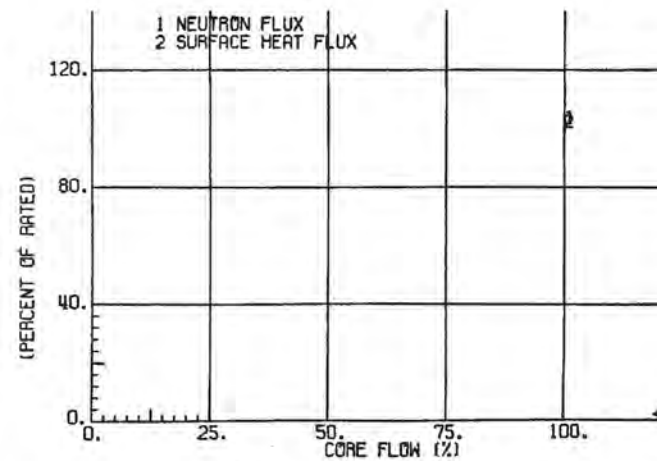
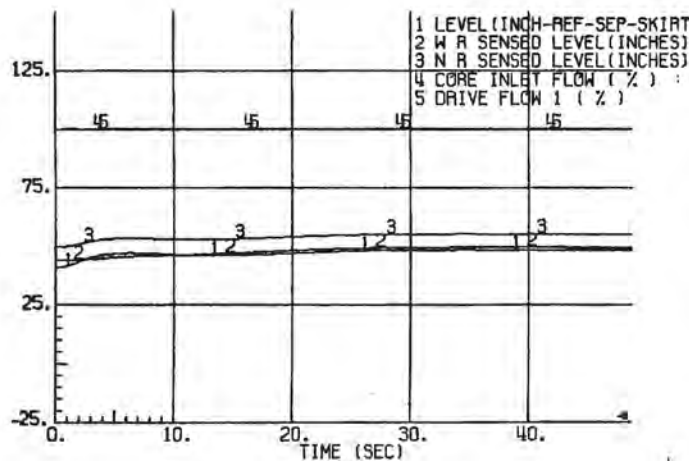
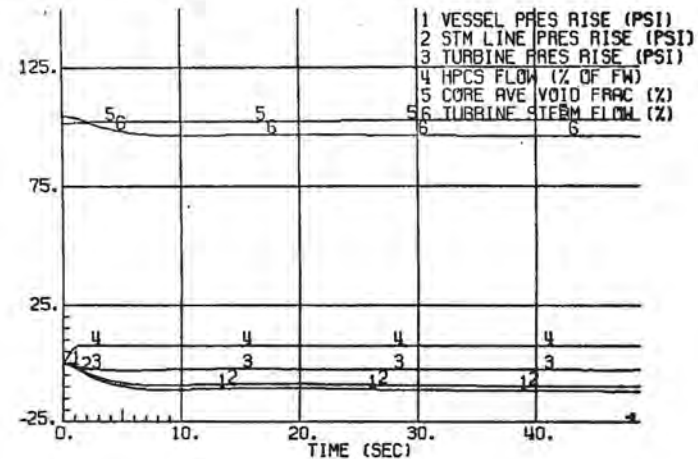
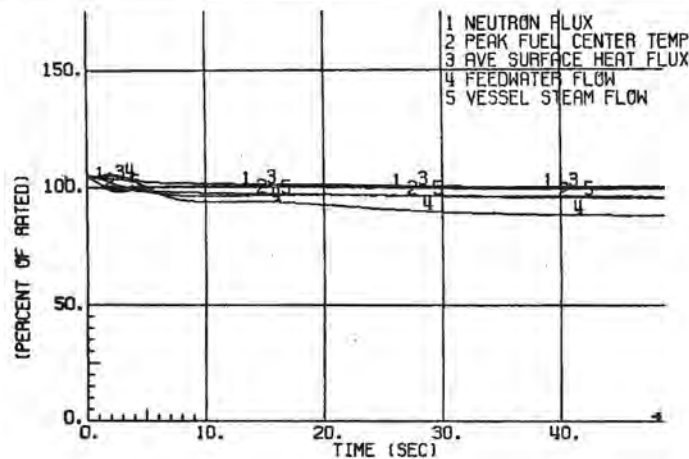


FIGURE 15.4-8

FAST OPENING OF BOTH MAIN RECIRCULATION
LOOP VALVES AT 11% PER SECOND

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT
SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED
FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.



NOTE: THESE RESULTS ARE FOR CYCLE 1. THIS EVENT DOES NOT SET REACTOR OPERATING LIMITS AND IS NOT REANALYZED FOR POWER UPRATE OR FOR EACH RELOAD CYCLE.

FIGURE 15.5-1

INADVERTENT STARTUP OF HPCS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

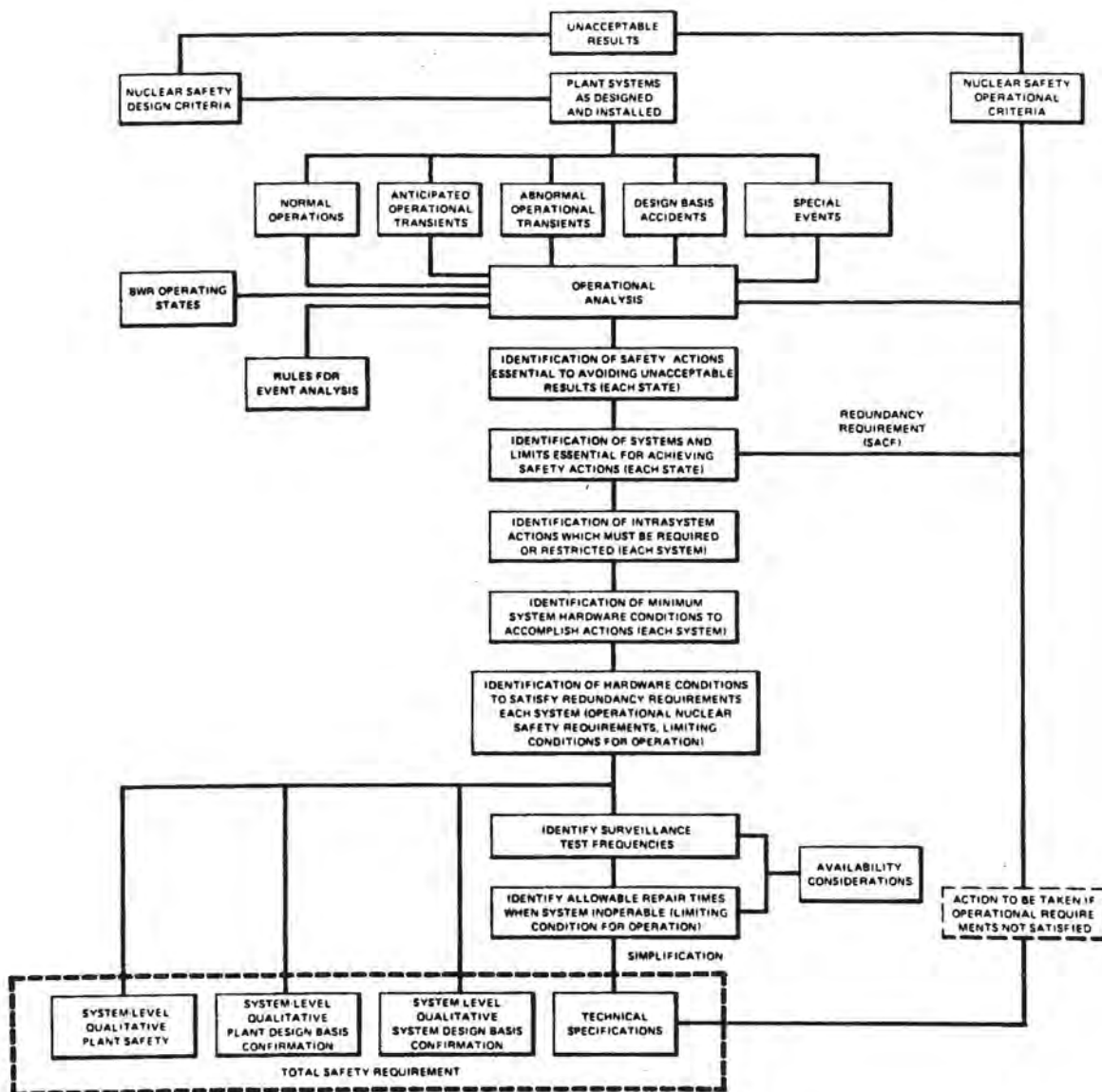
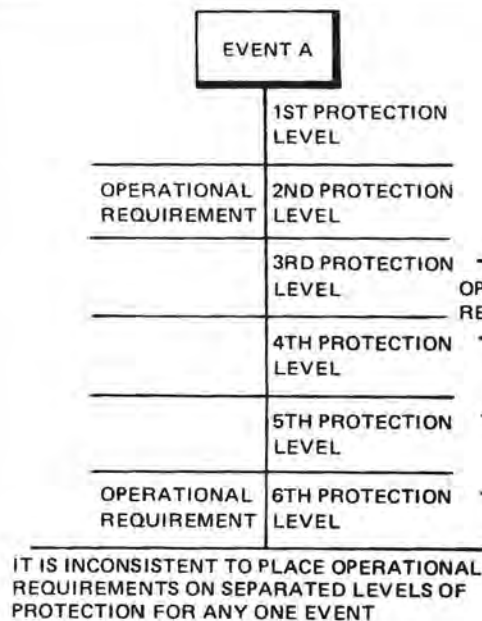


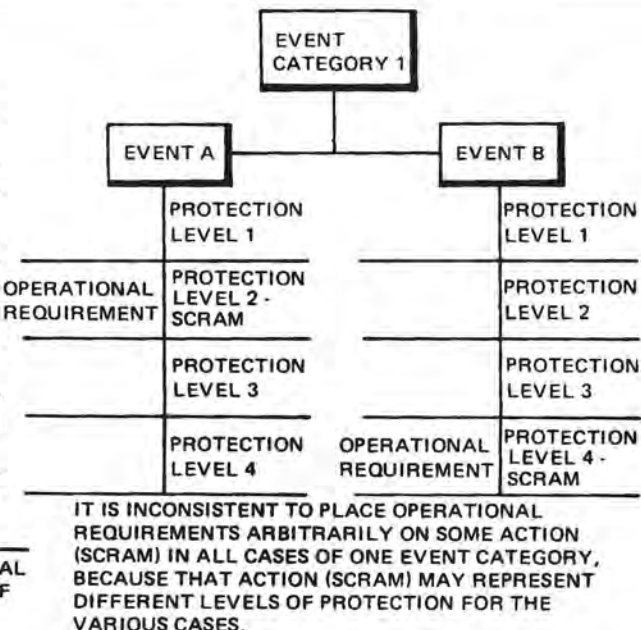
FIGURE 15A-1

BLOCK DIAGRAM OF METHOD USED TO DERIVE
NUCLEAR SAFETY OPERATIONAL REQ. SYS.
LEVEL QUALITATIVE DESIGN BASIS
CONFIRMATION AUDITS AND TECH. SPEC.

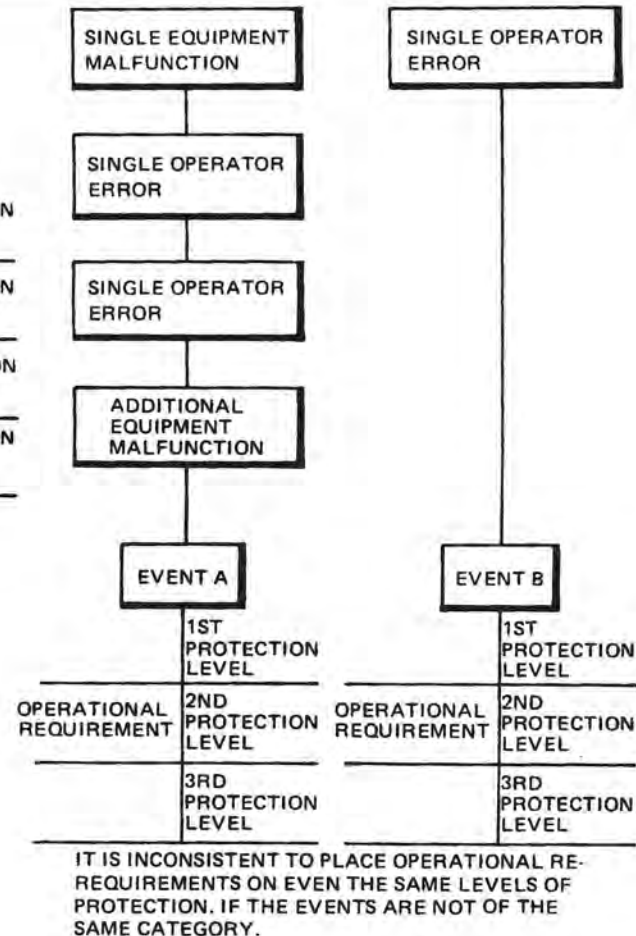
NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT



PANEL A



PANEL B



PANEL C

FIGURE 15A-2

POSSIBLE INCONSISTENCIES IN THE
SELECTION OF NUCLEAR SAFETY
OPERATIONAL REQUIREMENTS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

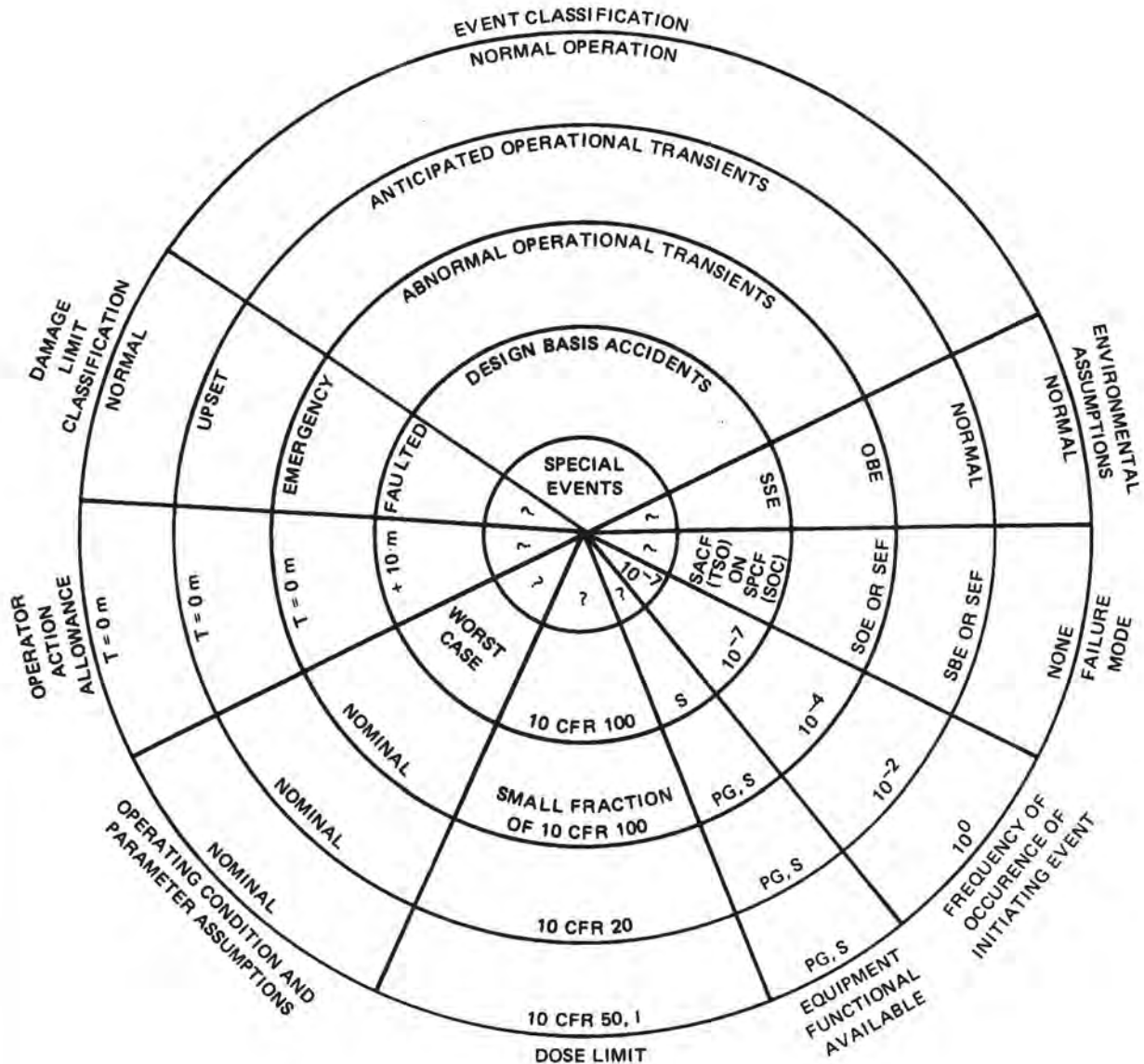


FIGURE 15A-3

SIMPLIFIED NSOA CLASSIFICATION
INTERRELATIONSHIPS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

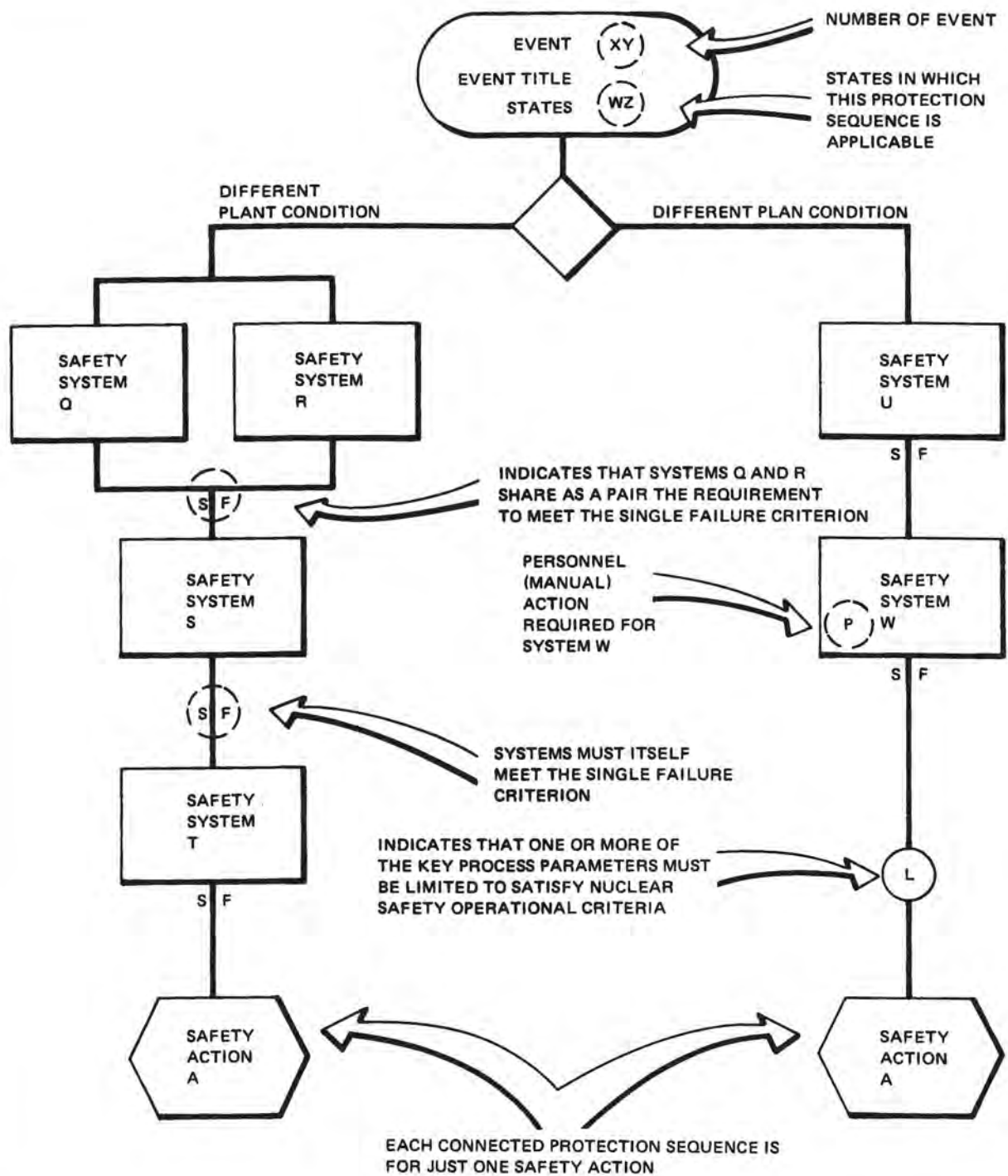


FIGURE 15A-4

FORMAT FOR PROTECTION SEQUENCE
DIAGRAMS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

DIAGRAM INDICATES
THAT AUXILIARIES
A, B, AND C ARE
ESSENTIAL TO THE
OPERATION OF
THE SAFETY RELATED
SYSTEM X. NO CHRONOLOGY
OR ORDER OF ACTION
IS IMPLIED

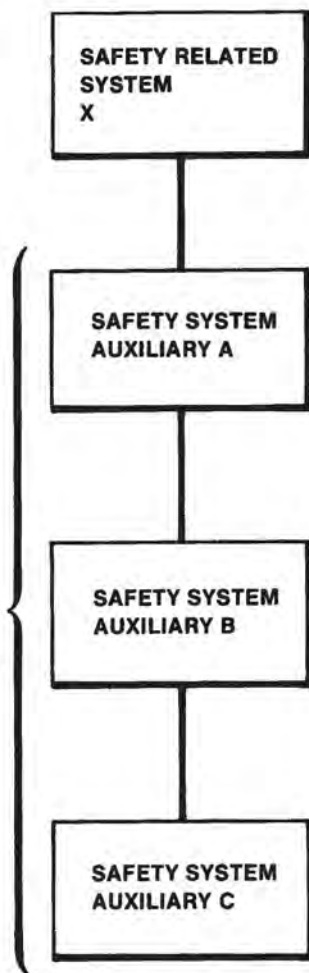


FIGURE 15A-5

FORMAT FOR SAFETY SYSTEM
AUXILIARY DIAGRAMS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

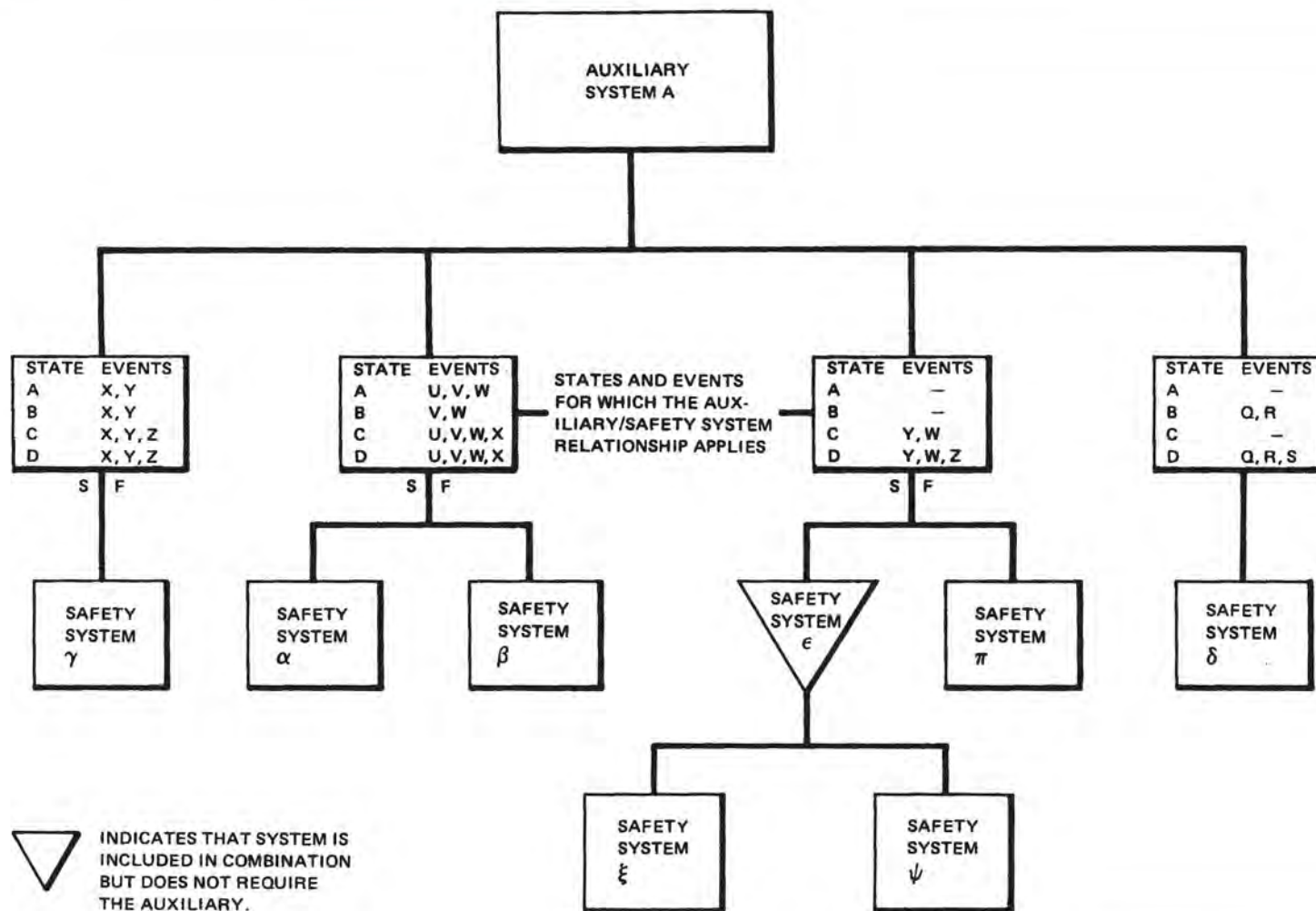


FIGURE 15A-6

FORMAT FOR COMMONALITY OF
AUXILIARY DIAGRAMS

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT**

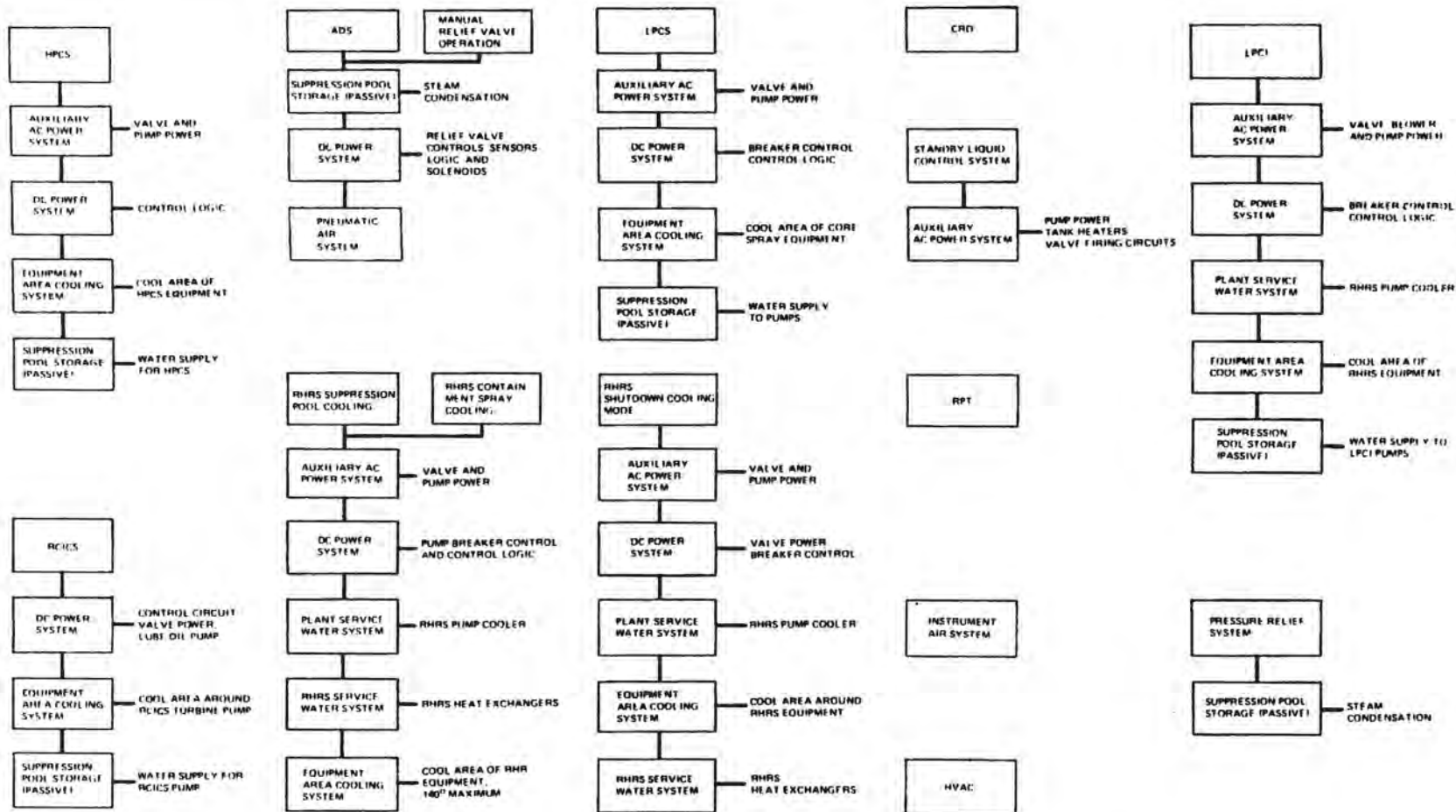


FIGURE 15A-7

SAFETY SYSTEM AUXILIARIES

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

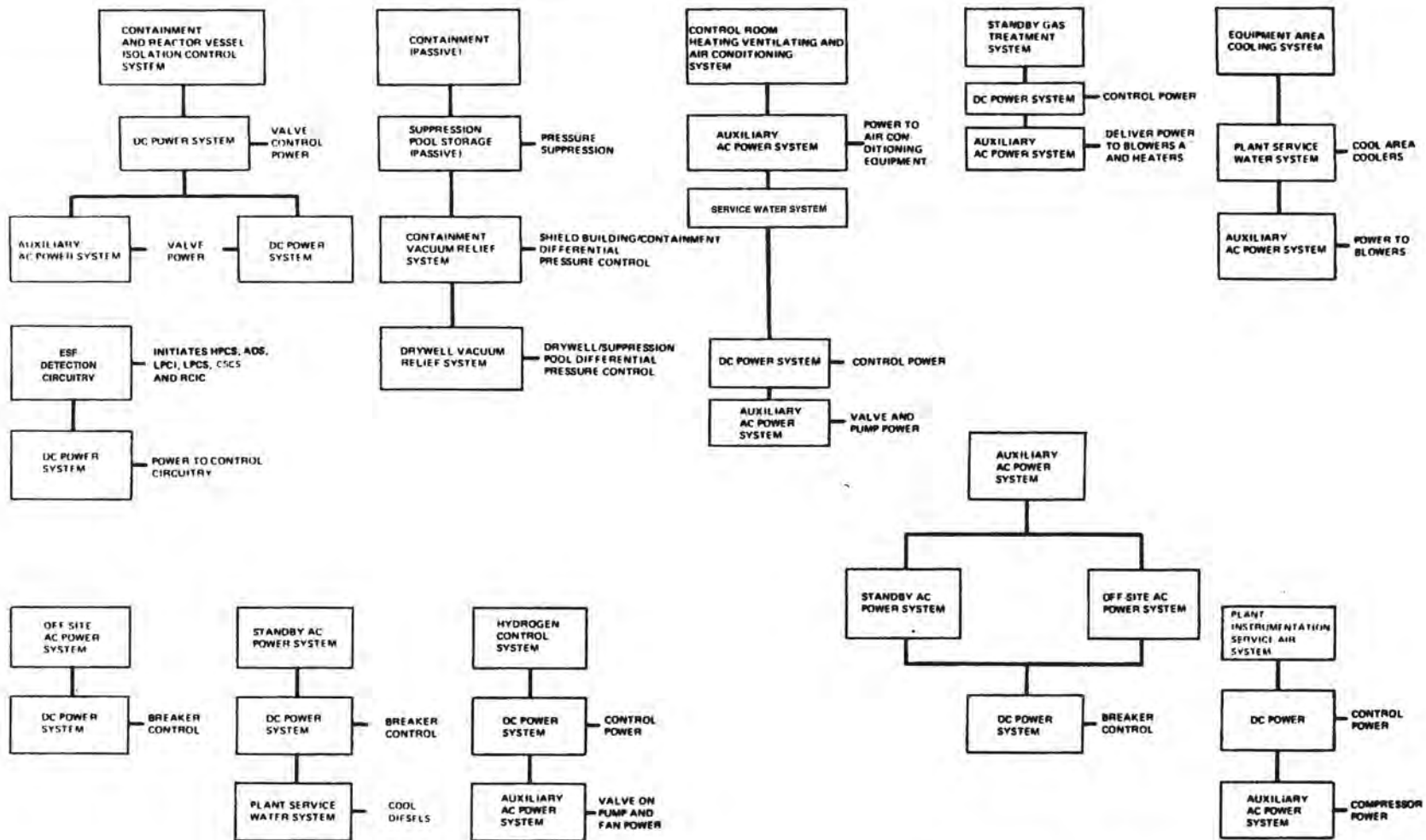


FIGURE 15A-8

SAFETY SYSTEM AUXILIARIES

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

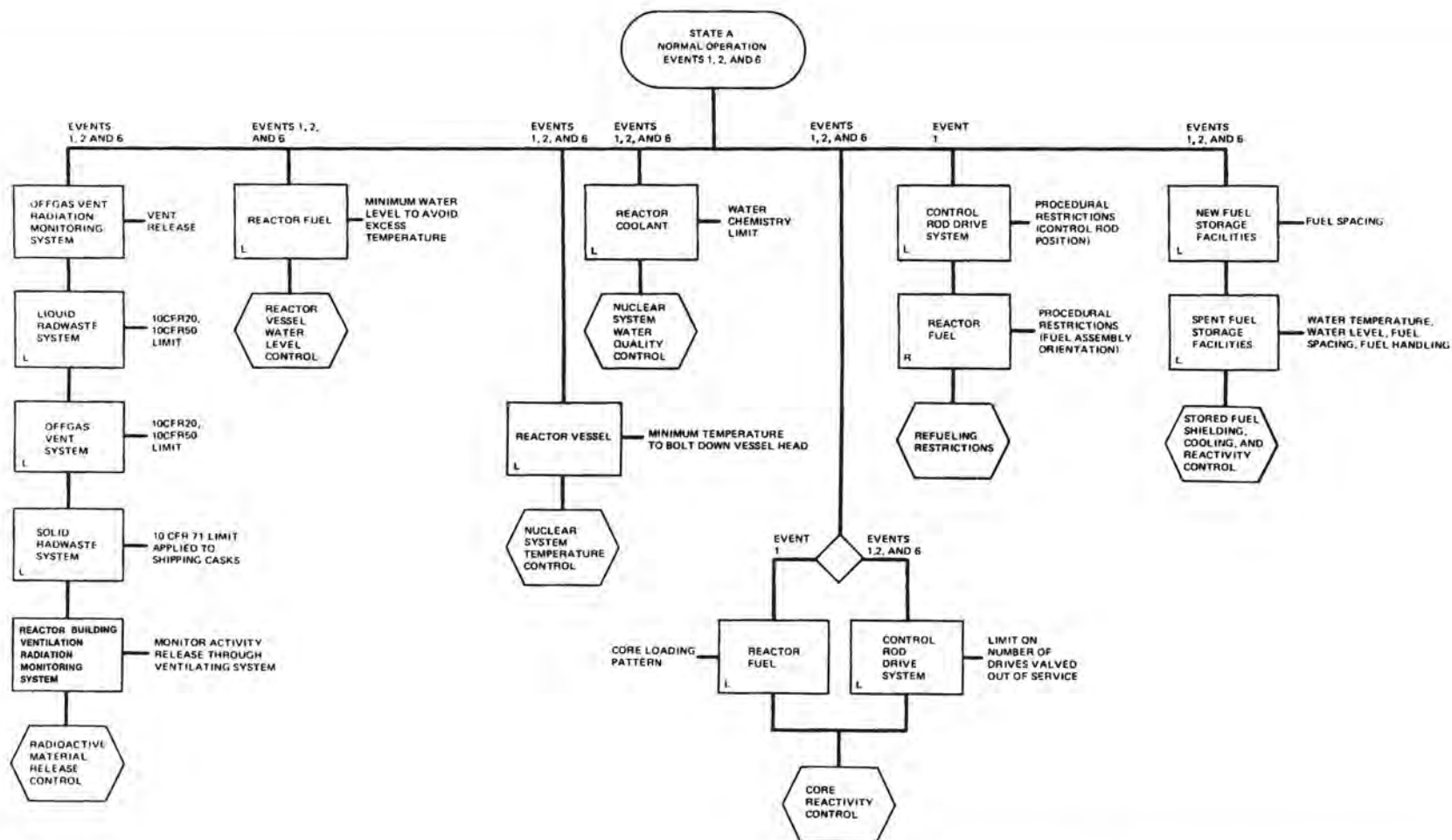


FIGURE 15A-9

SAFETY ACTION SEQUENCES FOR
NORMAL OPERATION IN STATE A

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

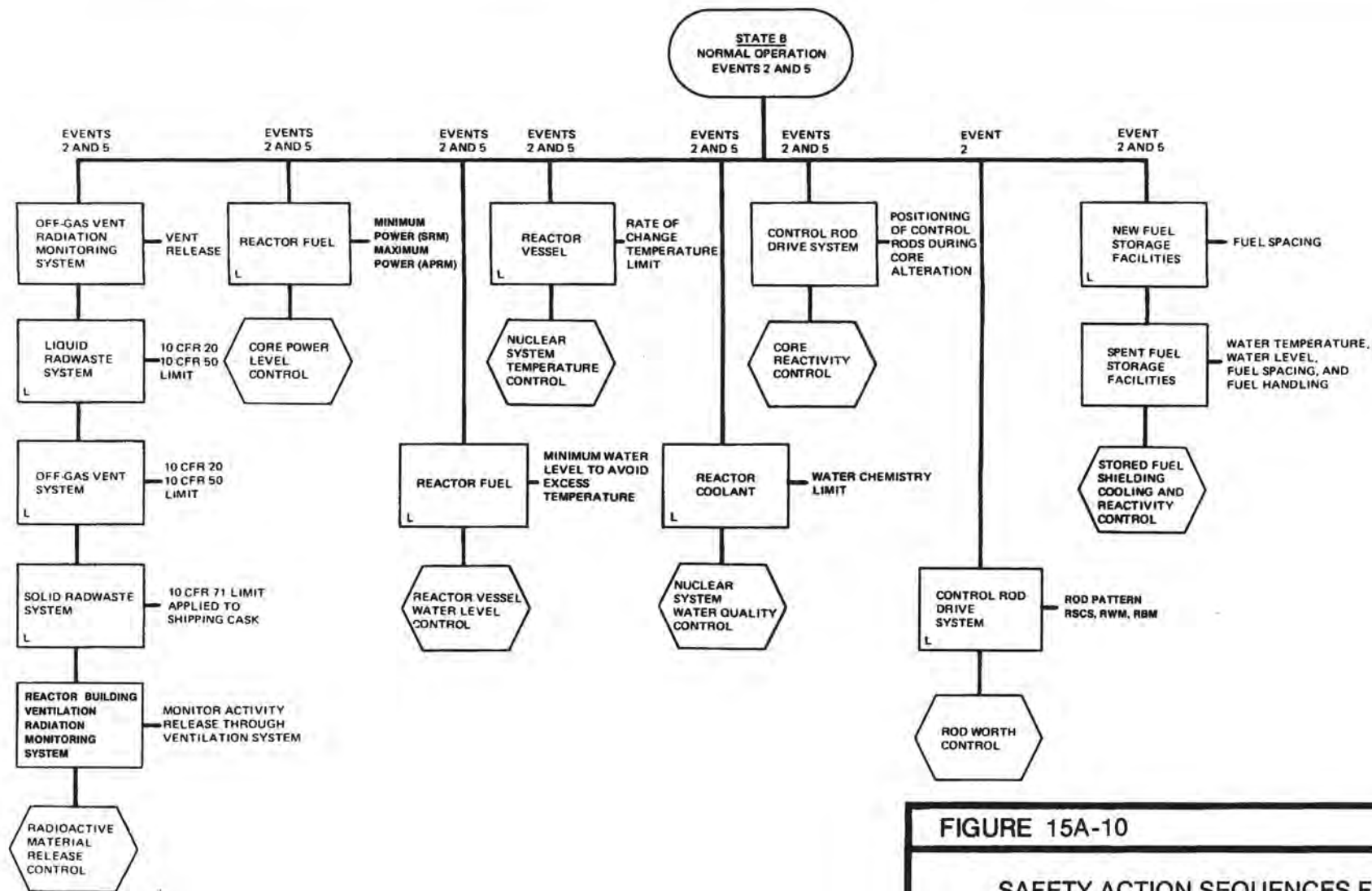


FIGURE 15A-10

**SAFETY ACTION SEQUENCES FOR
NORMAL OPERATION IN STATE B**

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT**

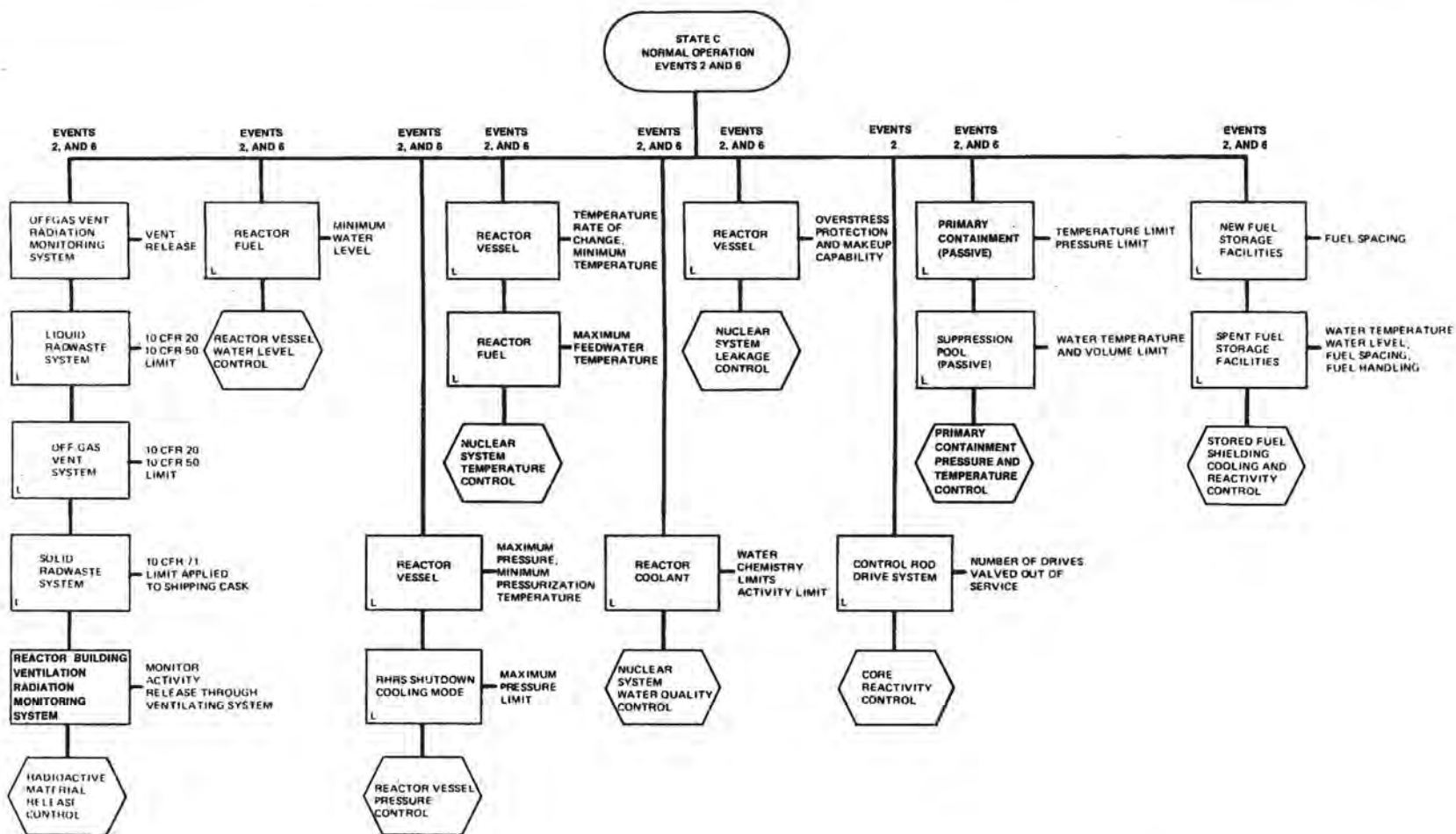


FIGURE 15A-11

**SAFETY ACTION SEQUENCES FOR
NORMAL OPERATION IN STATE C**

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT**

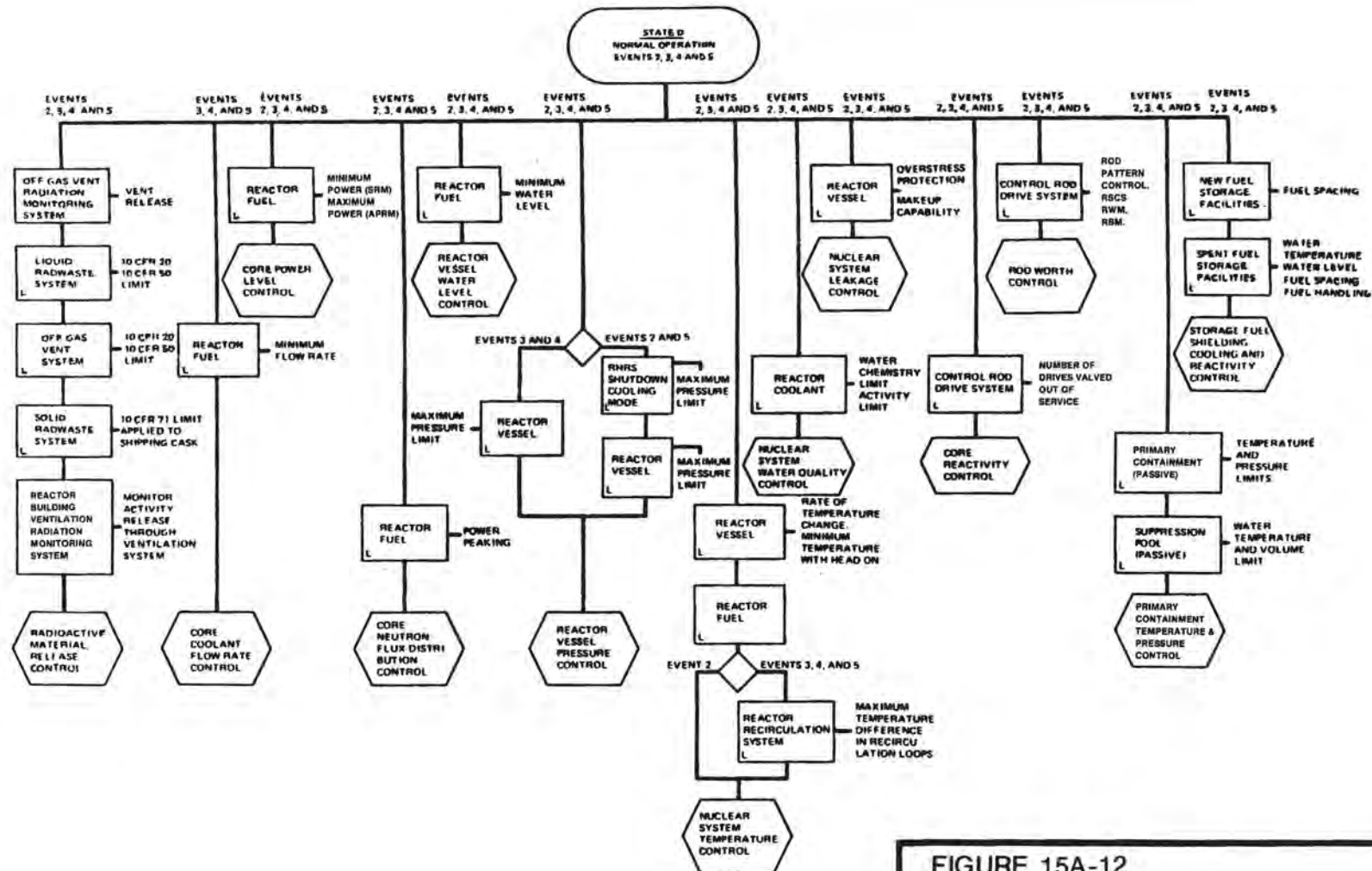


FIGURE 15A-12

SAFETY ACTION SEQUENCES FOR
NORMAL OPERATION IN STATE D

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

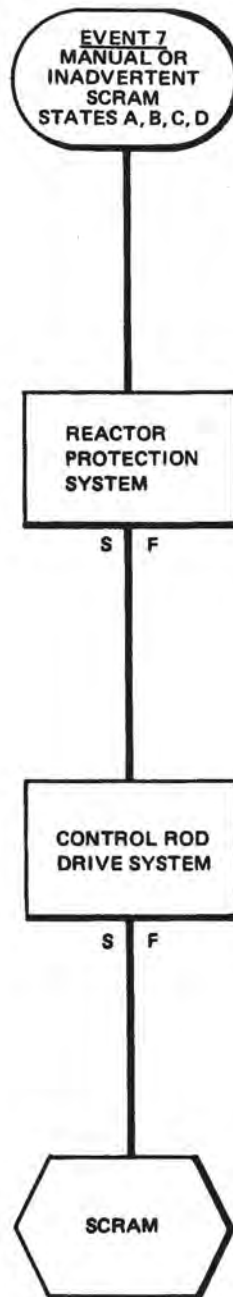


FIGURE 15A-13

PROTECTION SEQUENCE FOR MANUAL
OR INADVERTENT SCRAM

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

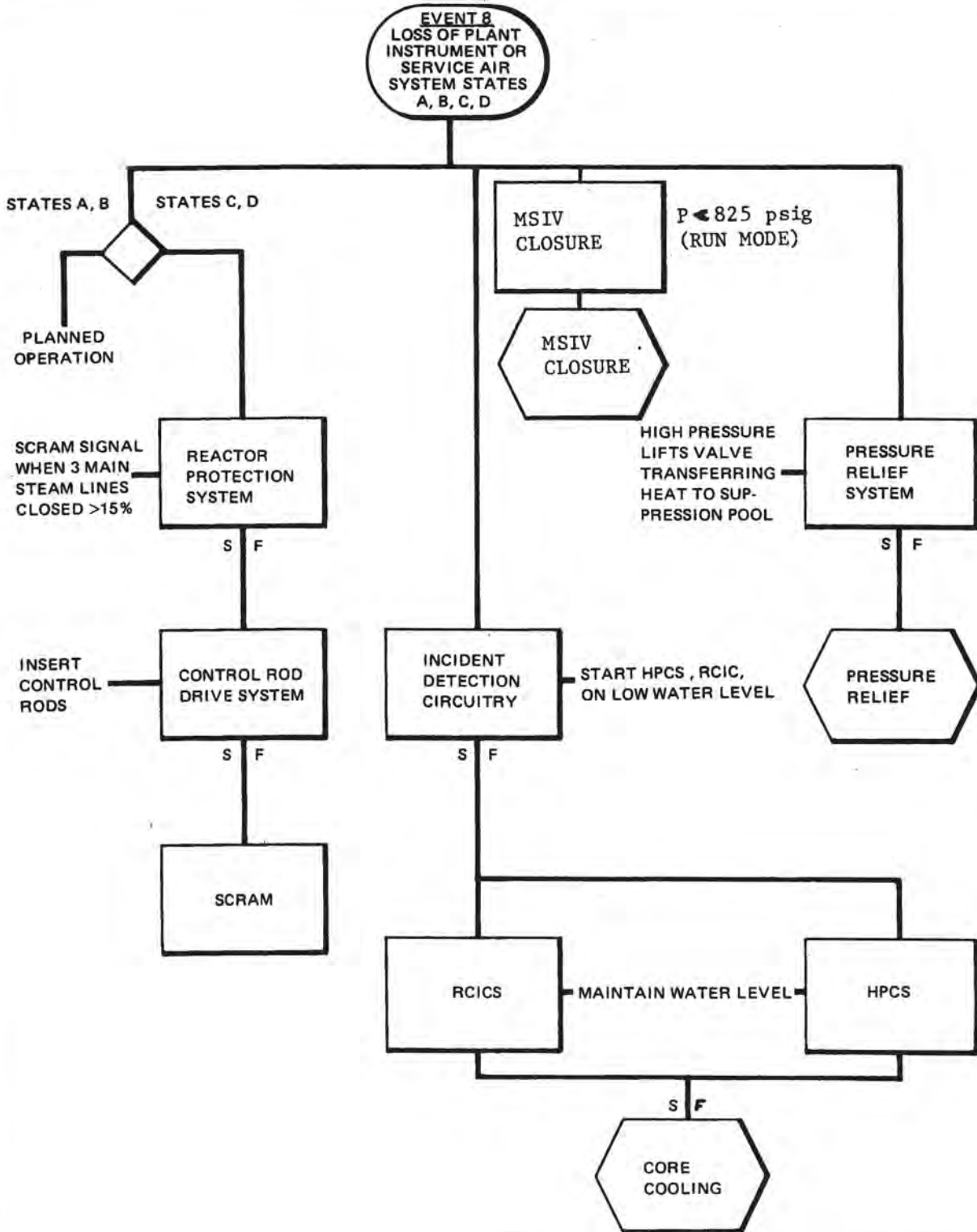


FIGURE 15A-14

PROTECTION SEQUENCE FOR LOSS
OF PLANT INSTRUMENT/SERVICE
AIR SYSTEM

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

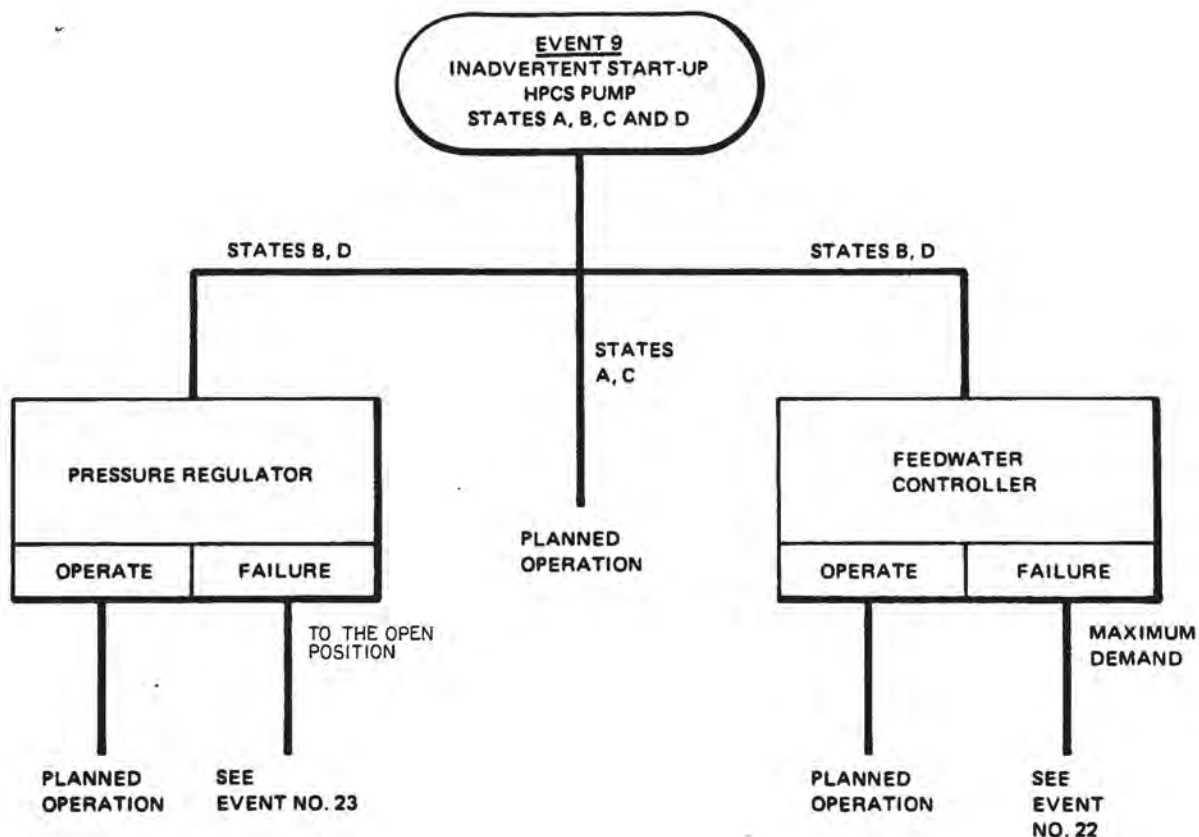


FIGURE 15A-15

PROTECTION SEQUENCE FOR INADVERTENT
START-UP OF HPCS PUMPS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

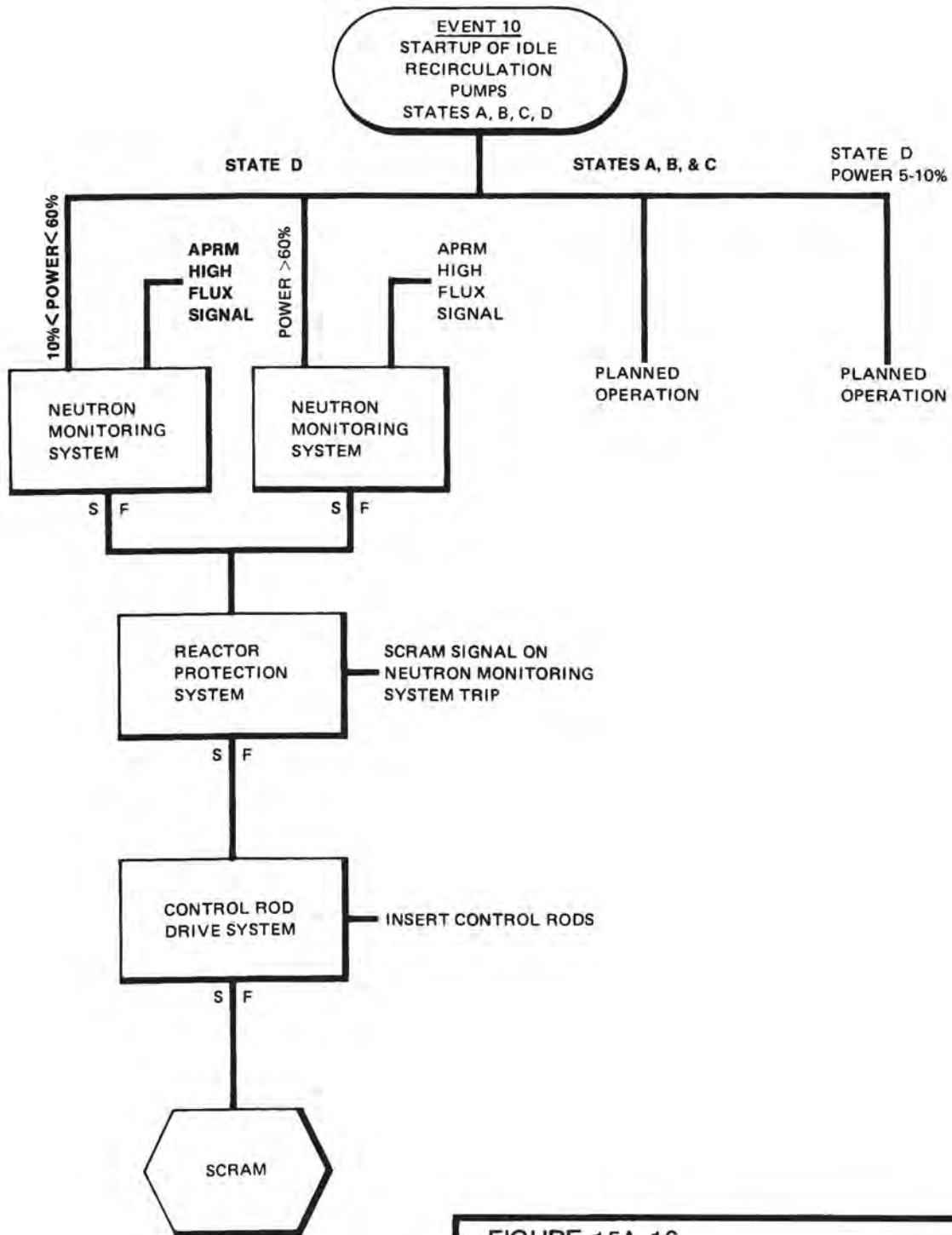


FIGURE 15A-16

PROTECTION SEQUENCES FOR INADVERTENT
STARTUP OF IDLE RECIRCULATION
LOOP PUMP

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

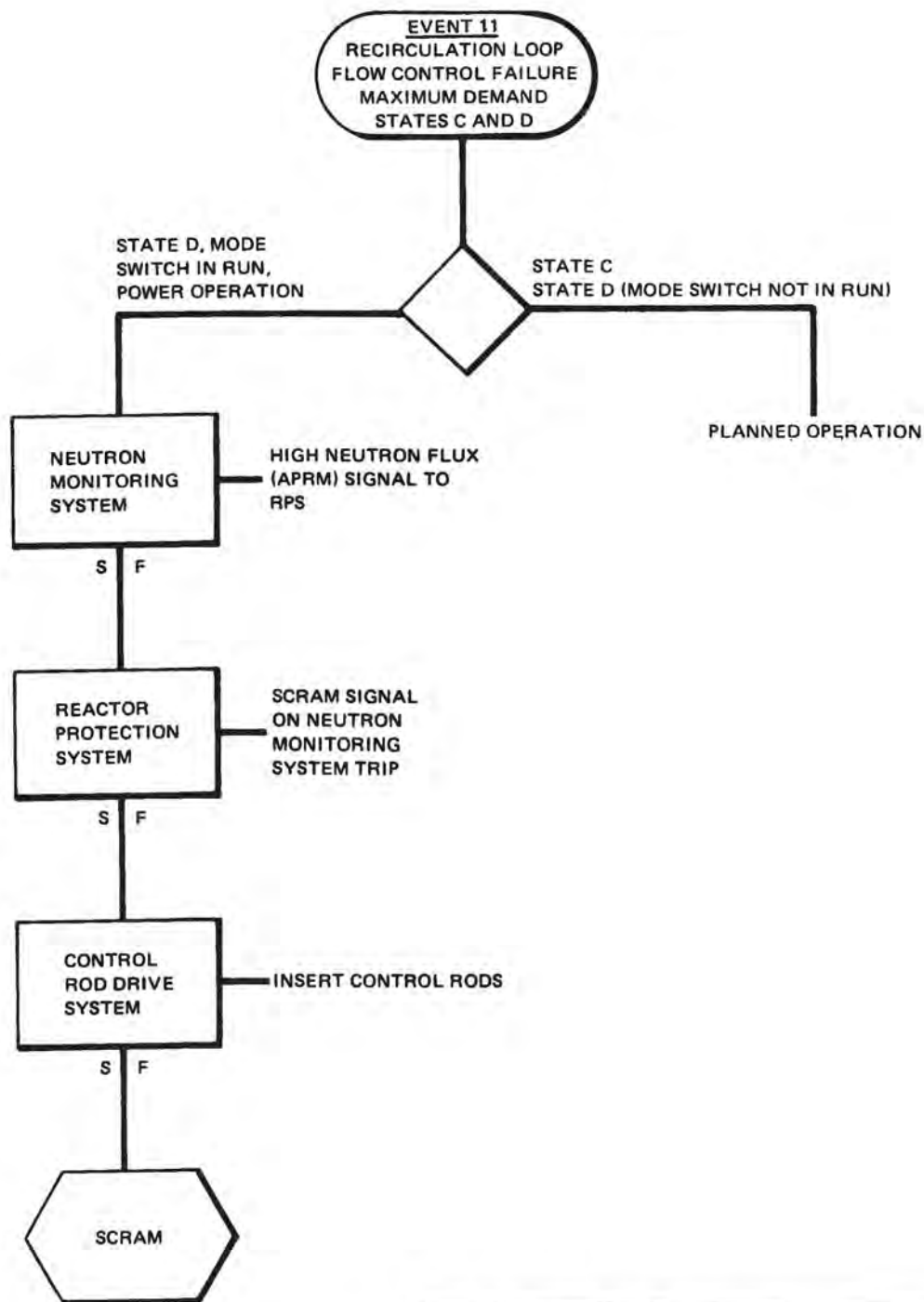


FIGURE 15A-17

PROTECTION SEQUENCE FOR RECIRCULATION
LOOP FLOW CONTROL FAILURE -
MAXIMUM DEMAND

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

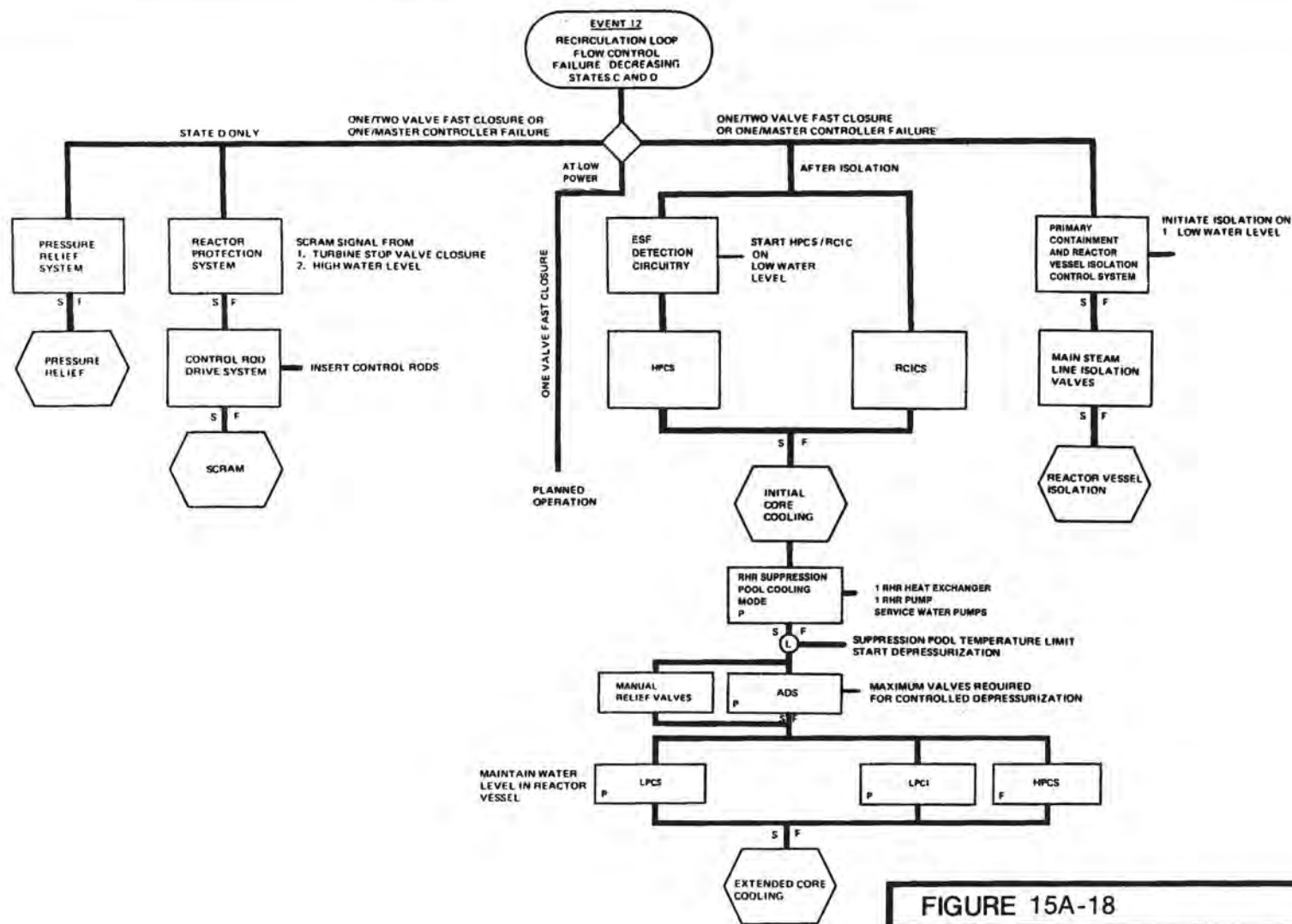


FIGURE 15A-18

PROTECTION SEQUENCE FOR RECIRCULATION
LOOP FLOW CONTROL FAILURE — DECREASING

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

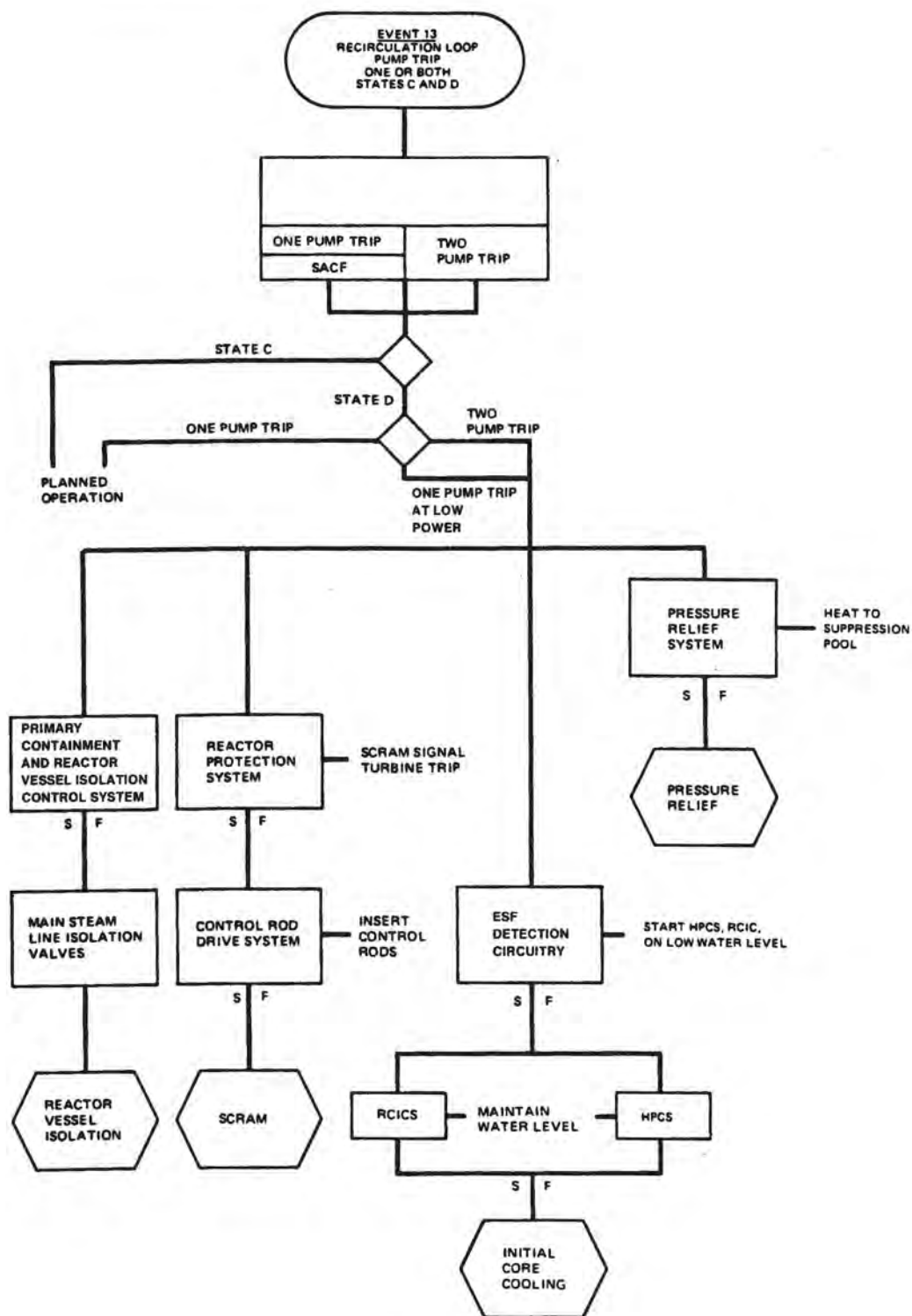


FIGURE 15A-19

PROTECTION SEQUENCE RECIRCULATION
LOOP PUMP TRIP — ONE OR BOTH

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

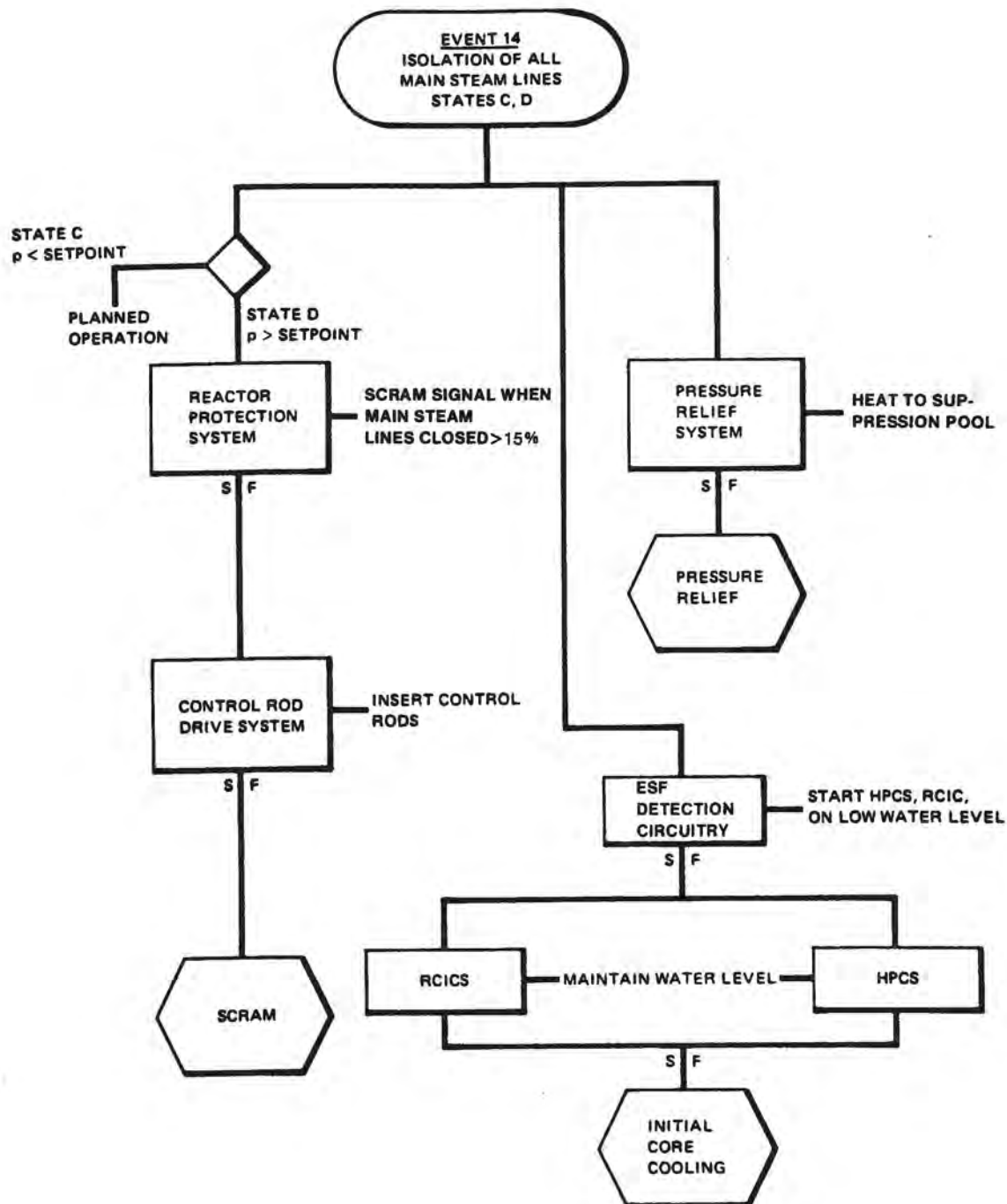


FIGURE 15A-20

PROTECTION SEQUENCES FOR ISOLATION OF
ALL MAIN STEAM LINES

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

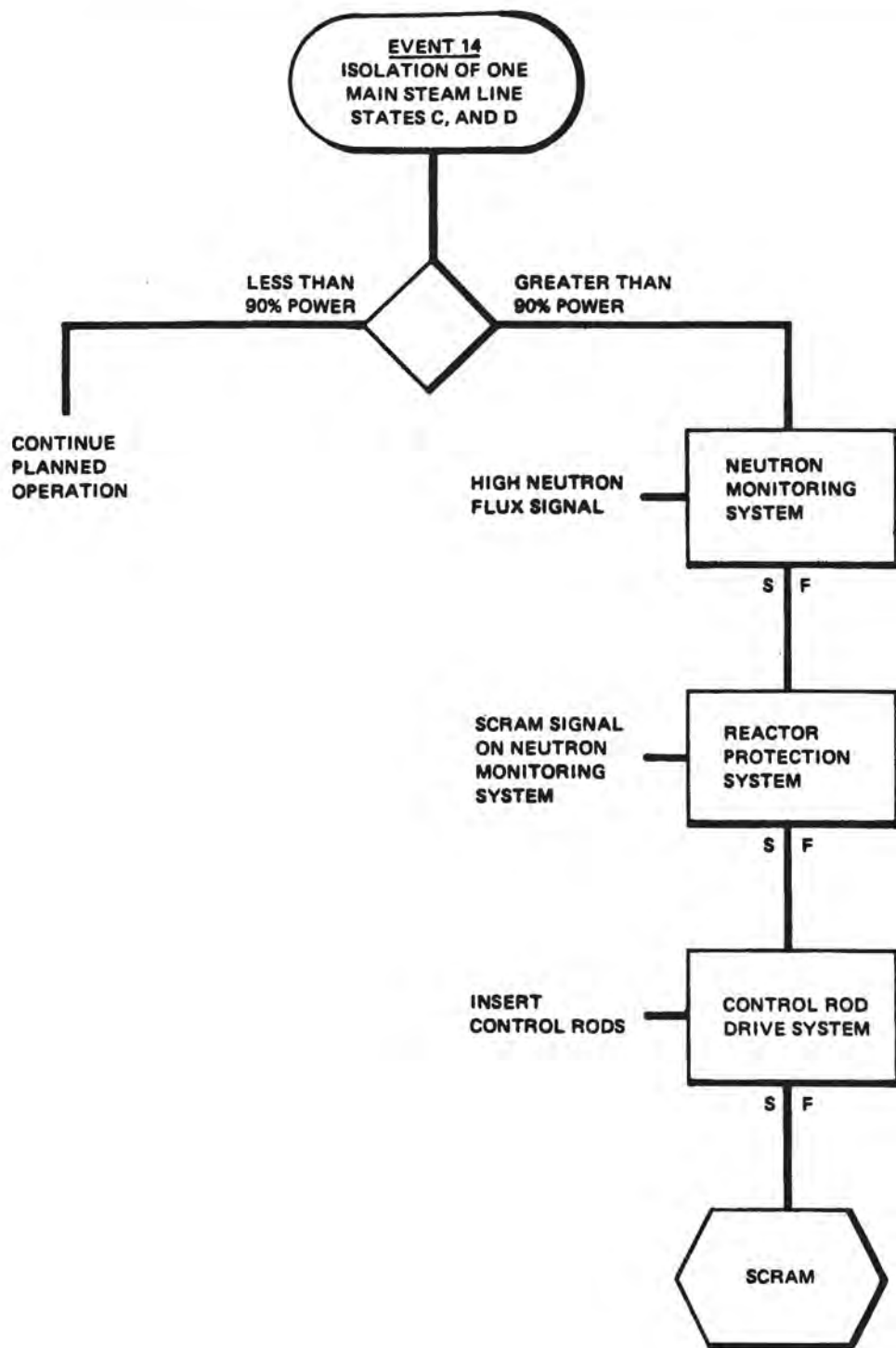
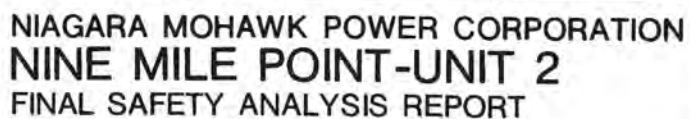


FIGURE 15A-21

PROTECTION SEQUENCES FOR ISOLATION OF
ONE MAIN STEAM LINE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT



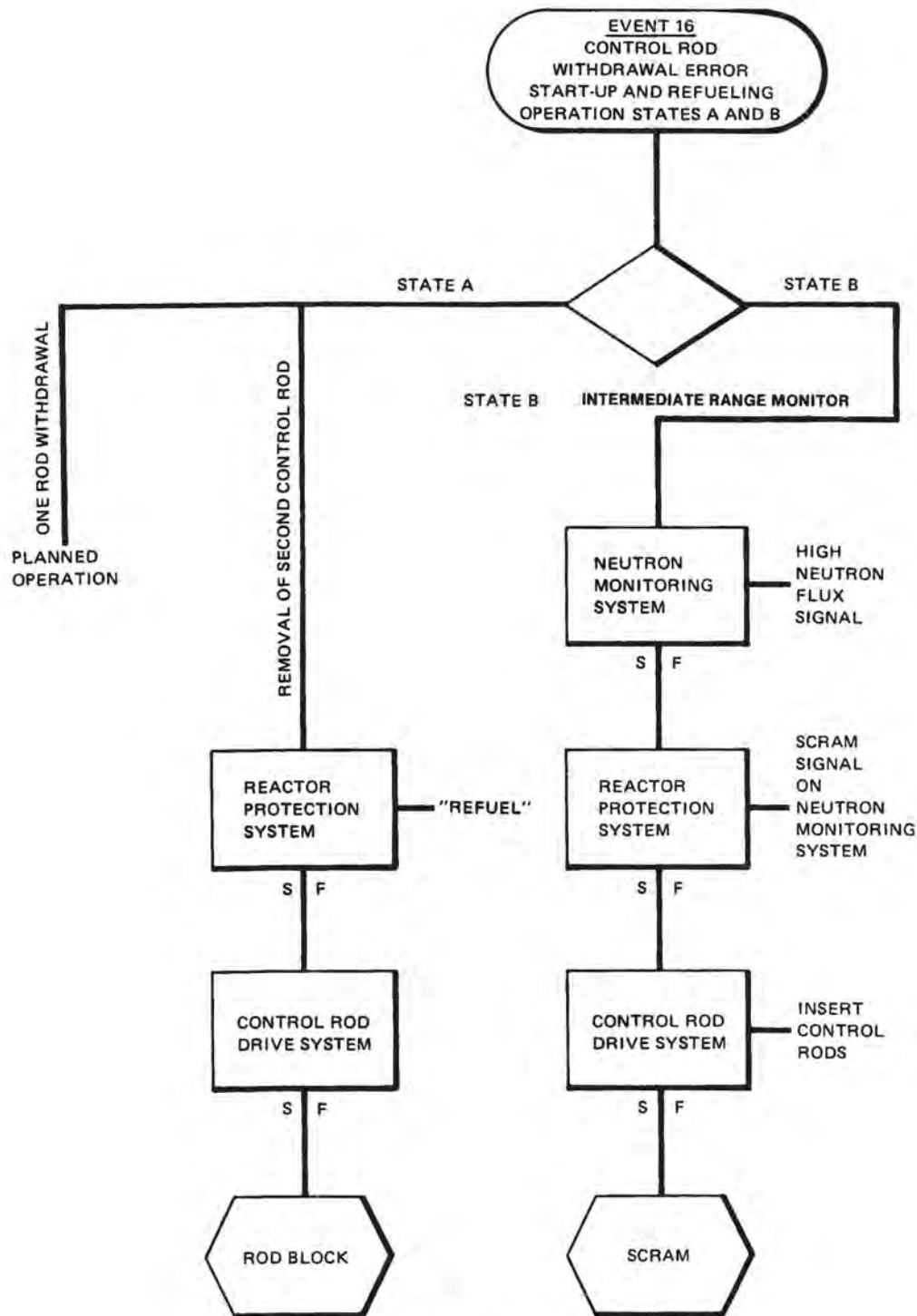


FIGURE 15A-23

PROTECTION SEQUENCE FOR CONTROL ROD
WITHDRAWAL ERROR FOR START-UP AND
REFUELING OPERATIONS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

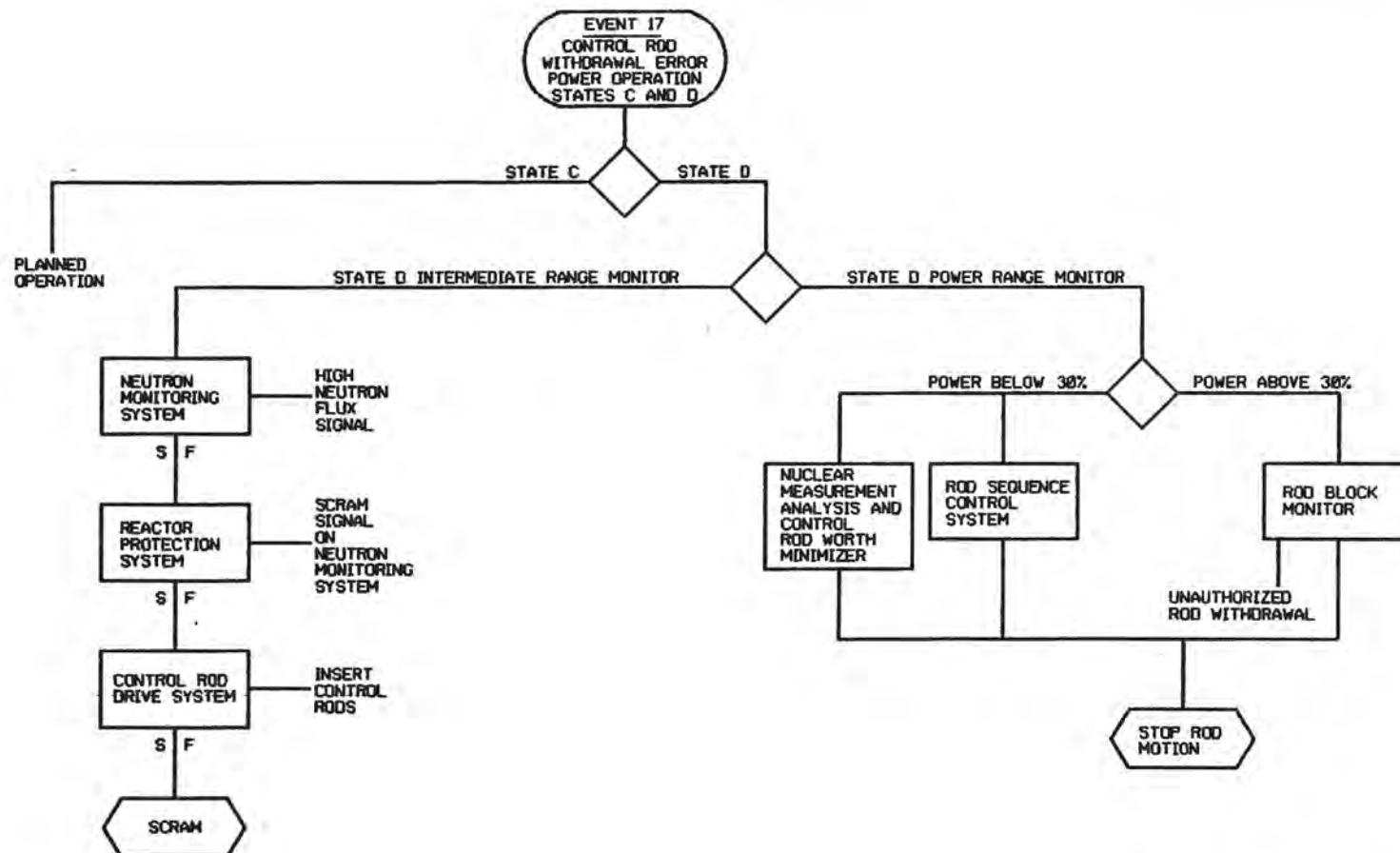


FIGURE 15A-24

PROTECTION SEQUENCE FOR
CONTROL ROD WITHDRAWAL
ERROR FOR POWER OPERATION

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

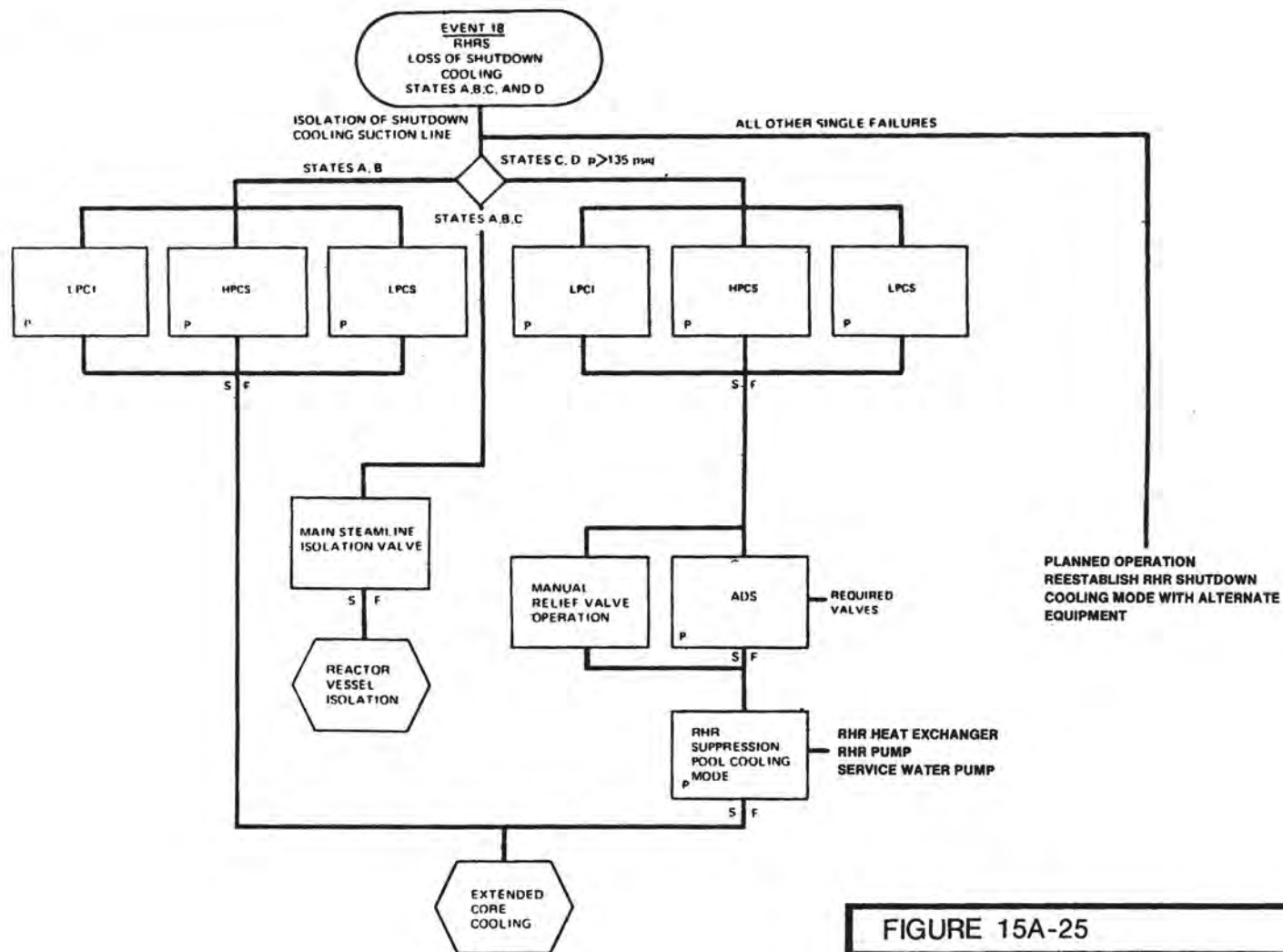


FIGURE 15A-25

PROTECTION SEQUENCES FOR RHRs — LOSS
OF SHUTDOWN COOLING FAILURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

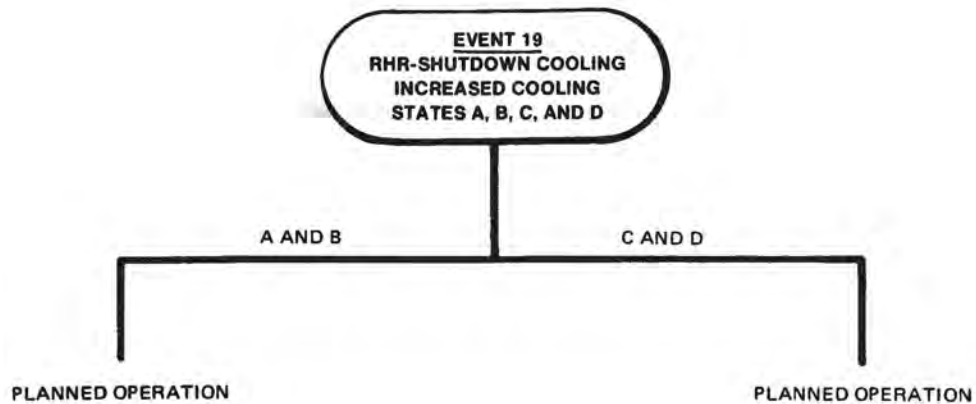


FIGURE 15A-26

RHRS - SHUTDOWN COOLING FAILURE -
INCREASED COOLING

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

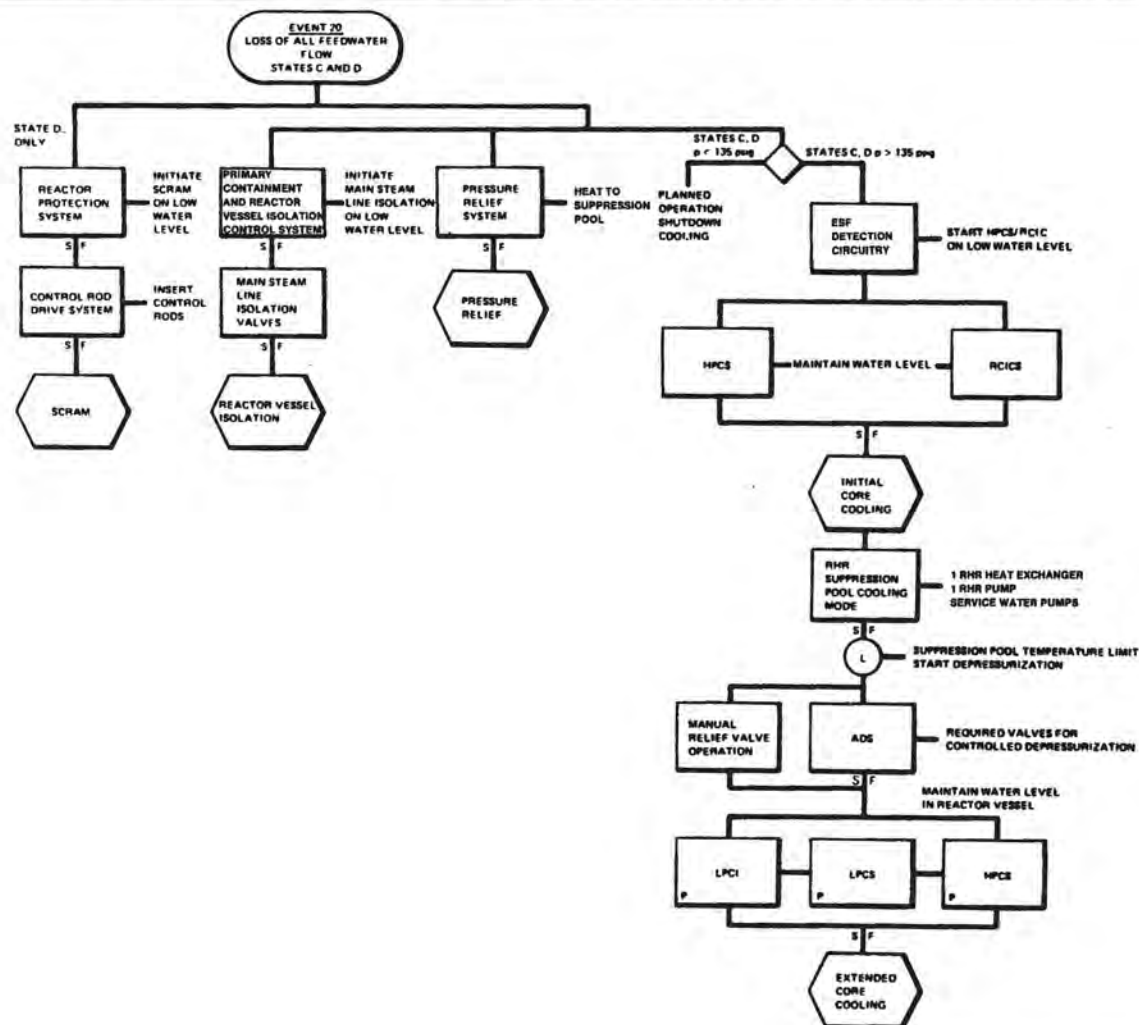


FIGURE 15A-27

PROTECTION SEQUENCES FOR LOSS OF
FEEDWATER FLOW

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

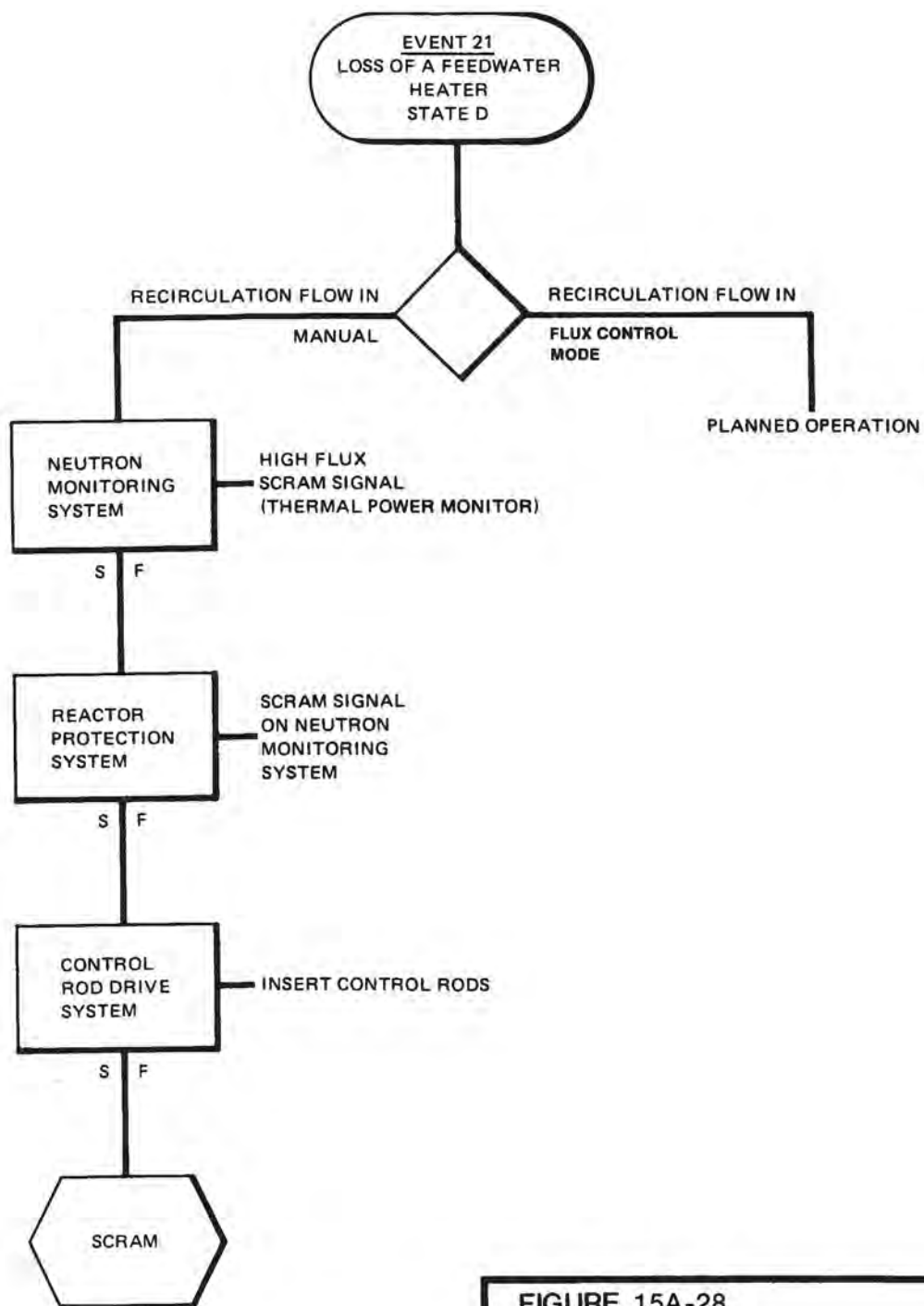


FIGURE 15A-28

PROTECTION SEQUENCE FOR LOSS
OF A FEEDWATER HEATER

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT



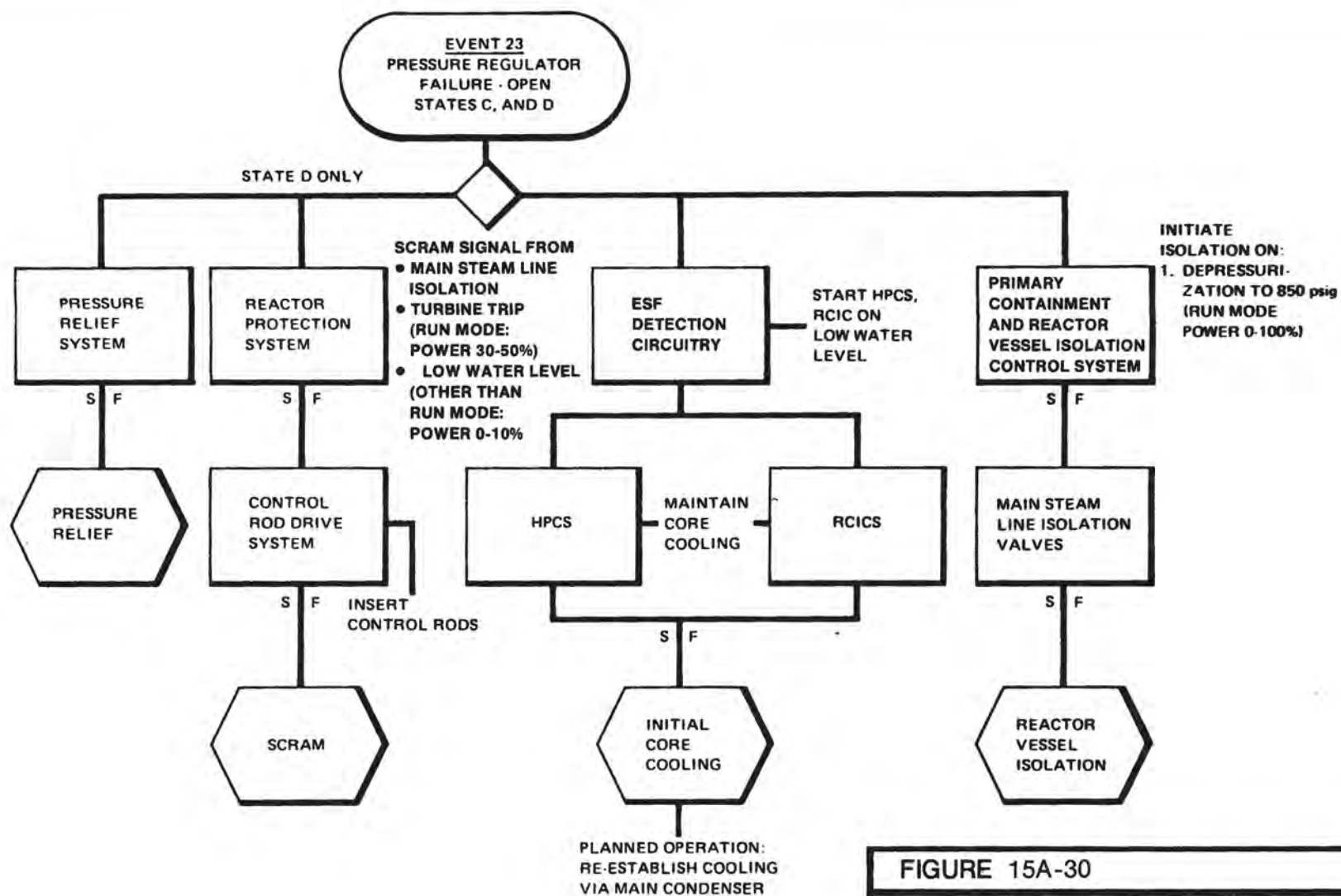


FIGURE 15A-30

**PROTECTION SEQUENCES FOR PRESSURE
REGULATOR FAILURE — OPEN**

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

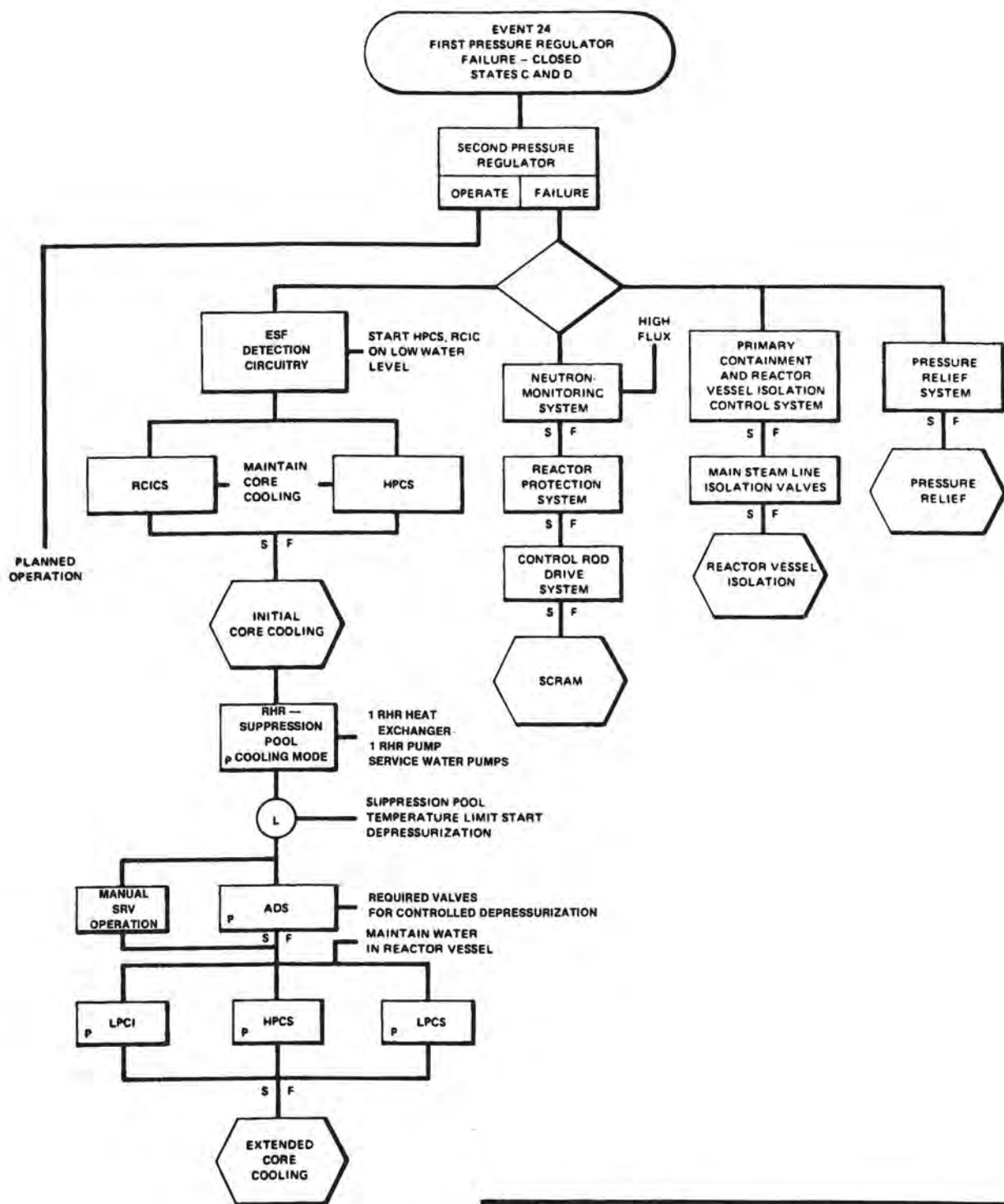


FIGURE 15A-31

PROTECTION SEQUENCE FOR PRESSURE
REGULATOR FAILURE — CLOSED

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

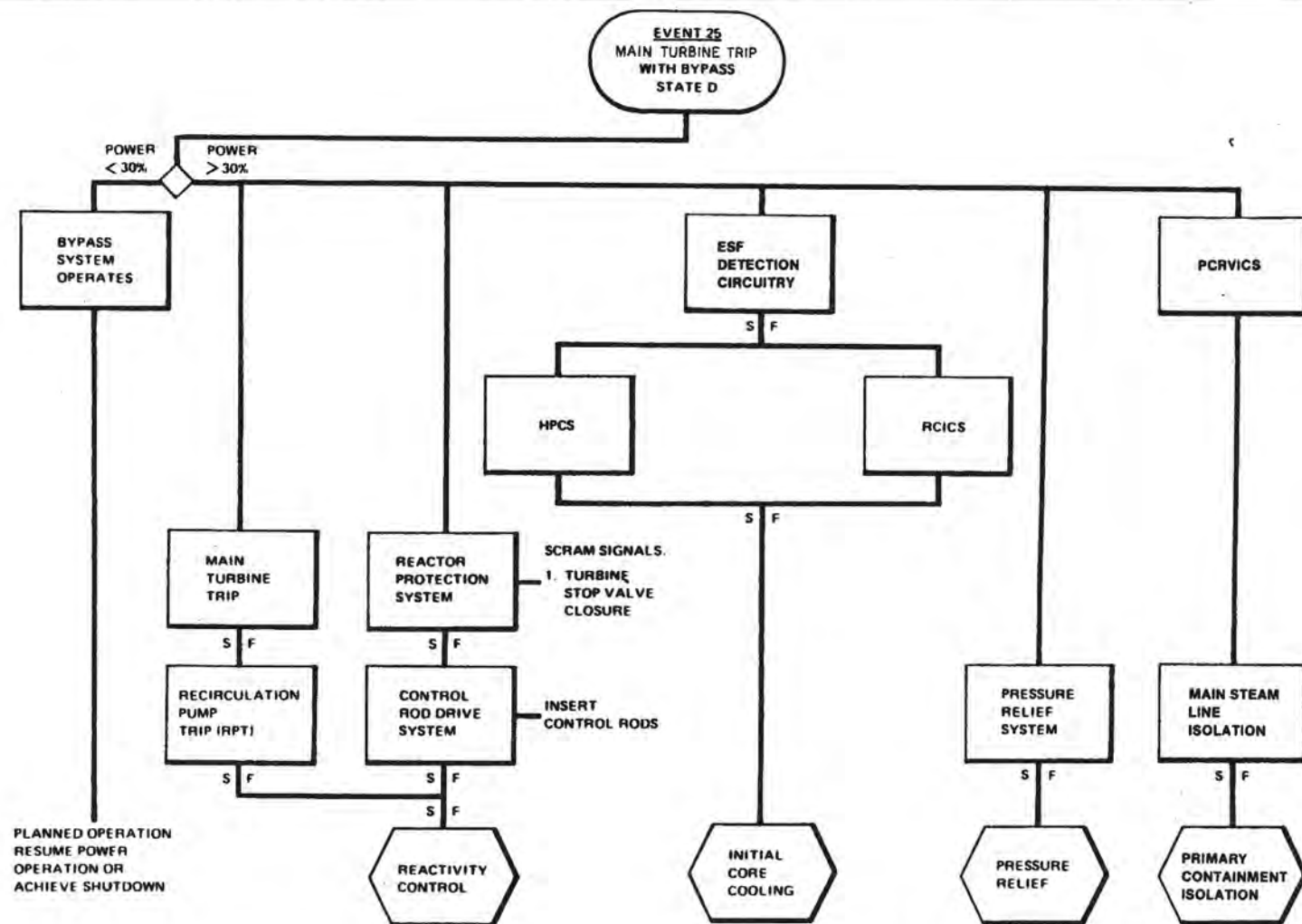


FIGURE 15A.-32

PROTECTION SEQUENCES FOR MAIN TURBINE
TRIP WITH BYPASS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

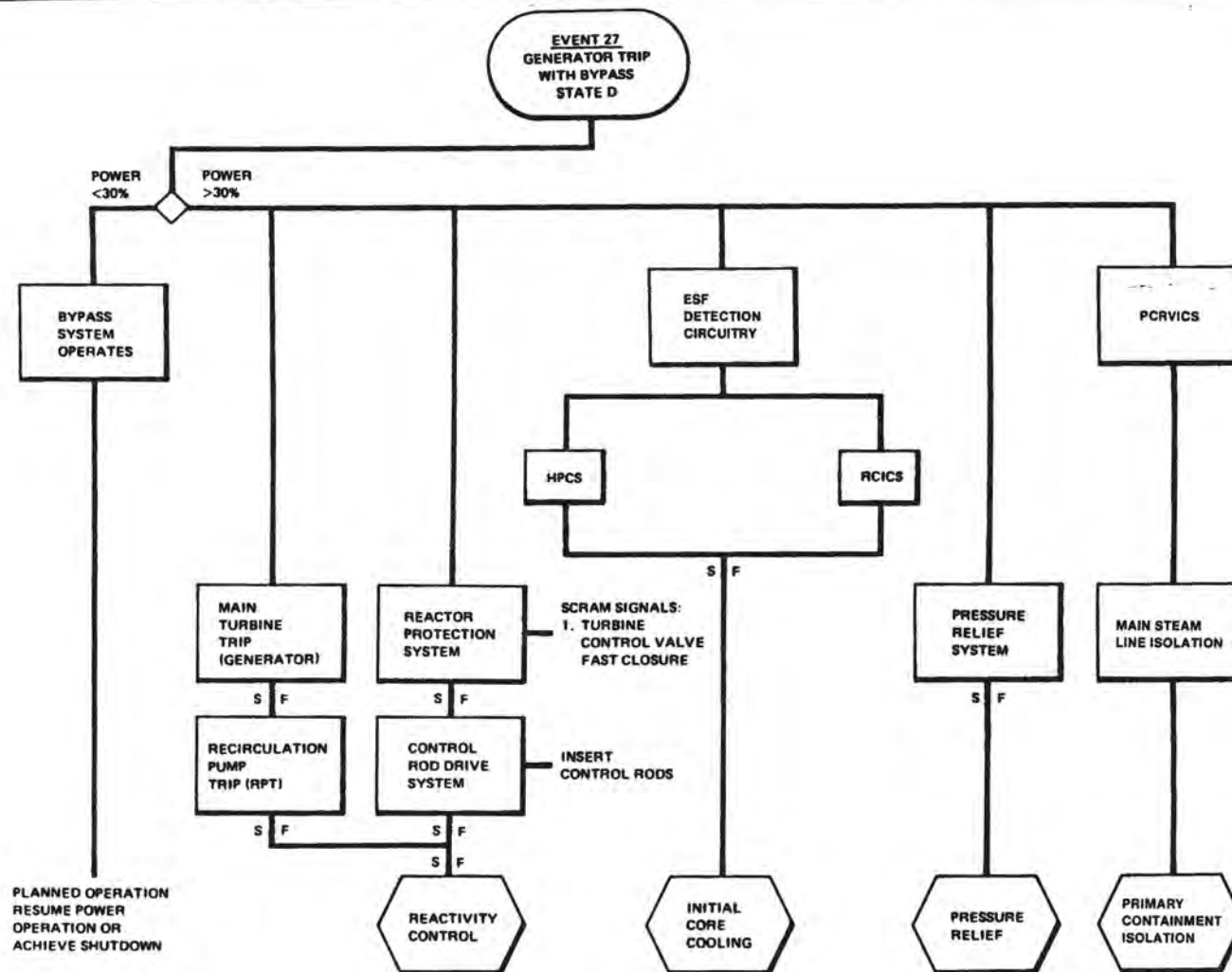


FIGURE 15A.-34

PROTECTION SEQUENCES FOR MAIN
GENERATOR TRIP WITH BYPASS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

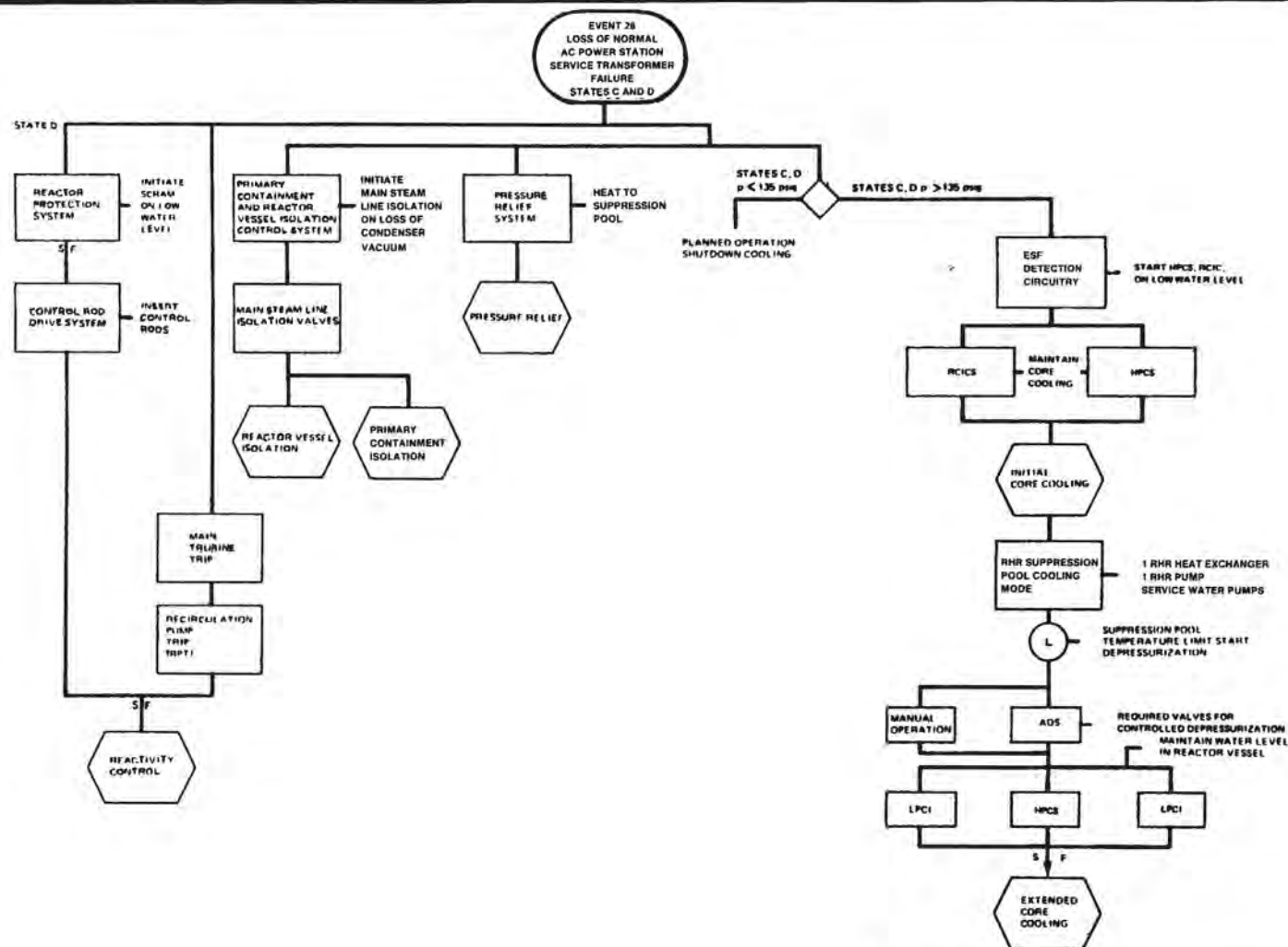


FIGURE 15A-35

PROTECTION SEQUENCE FOR LOSS OF
NORMAL AC POWER — AUXILIARY
TRANSFORMER FAILURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

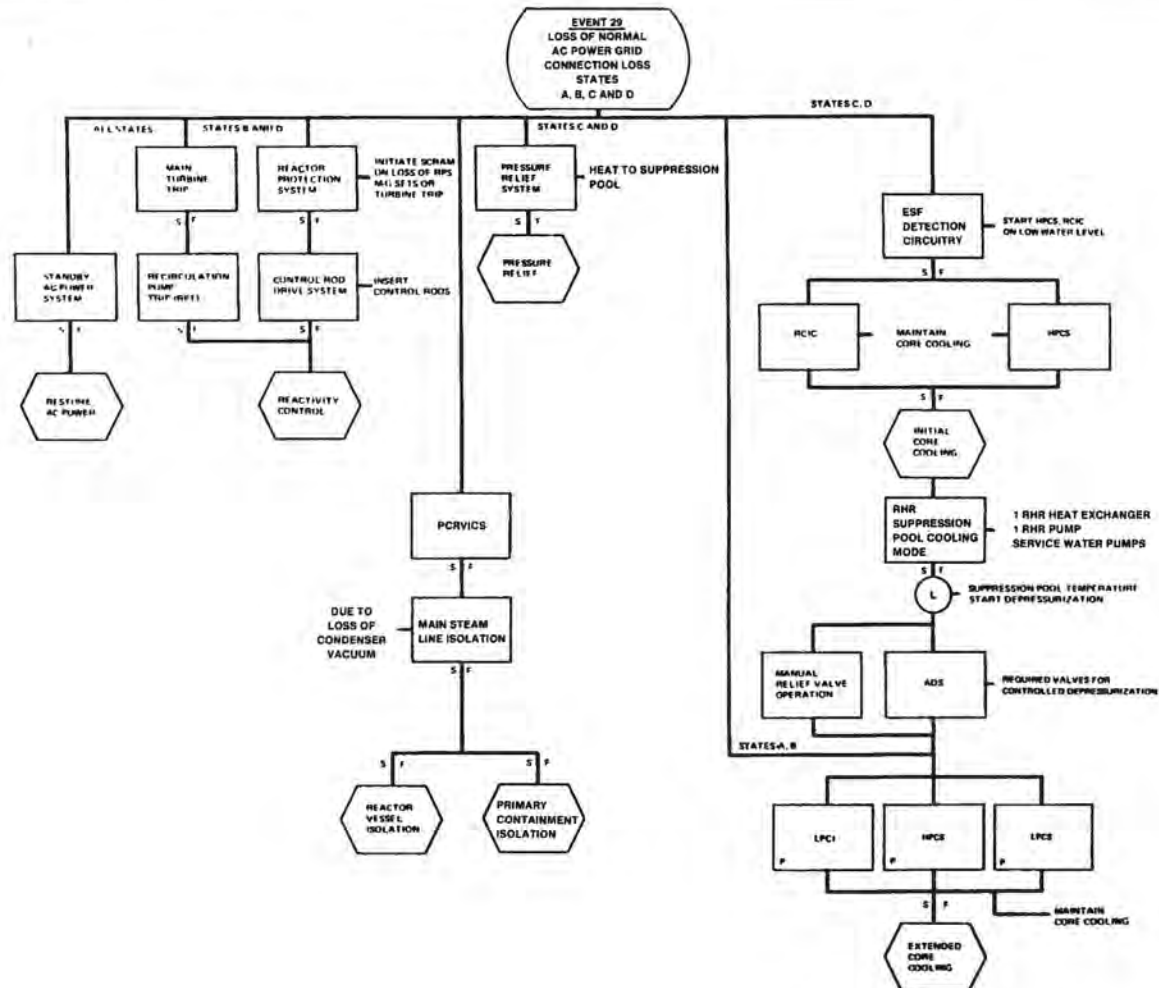


FIGURE 15A.-36

PROTECTION SEQUENCES FOR LOSS OF
NORMAL AC POWER — GRID CONNECTION
LOSS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

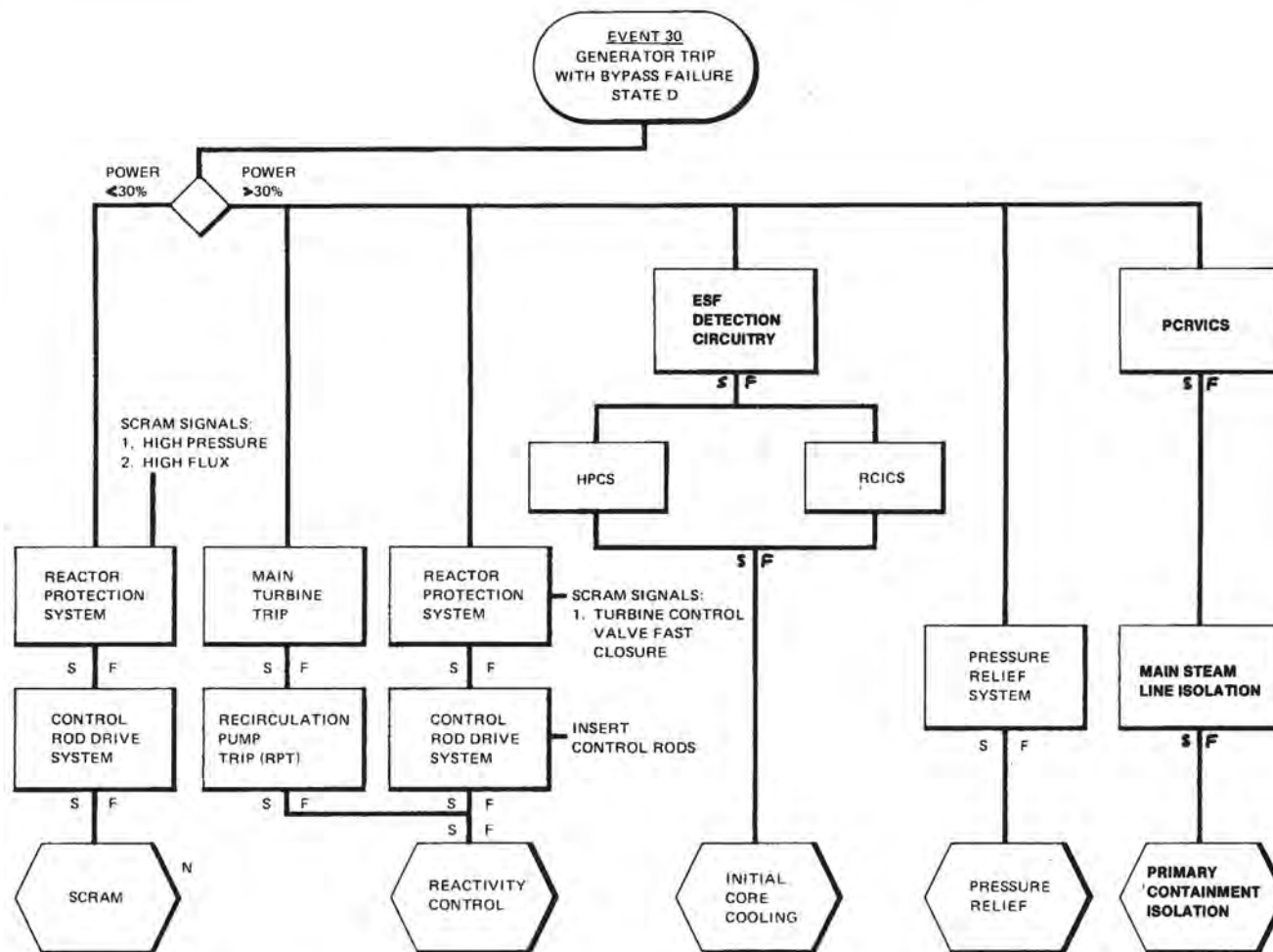


FIGURE 15A-37

PROTECTION SEQUENCES MAIN GENERATOR
TRIP- WITH BYPASS FAILURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

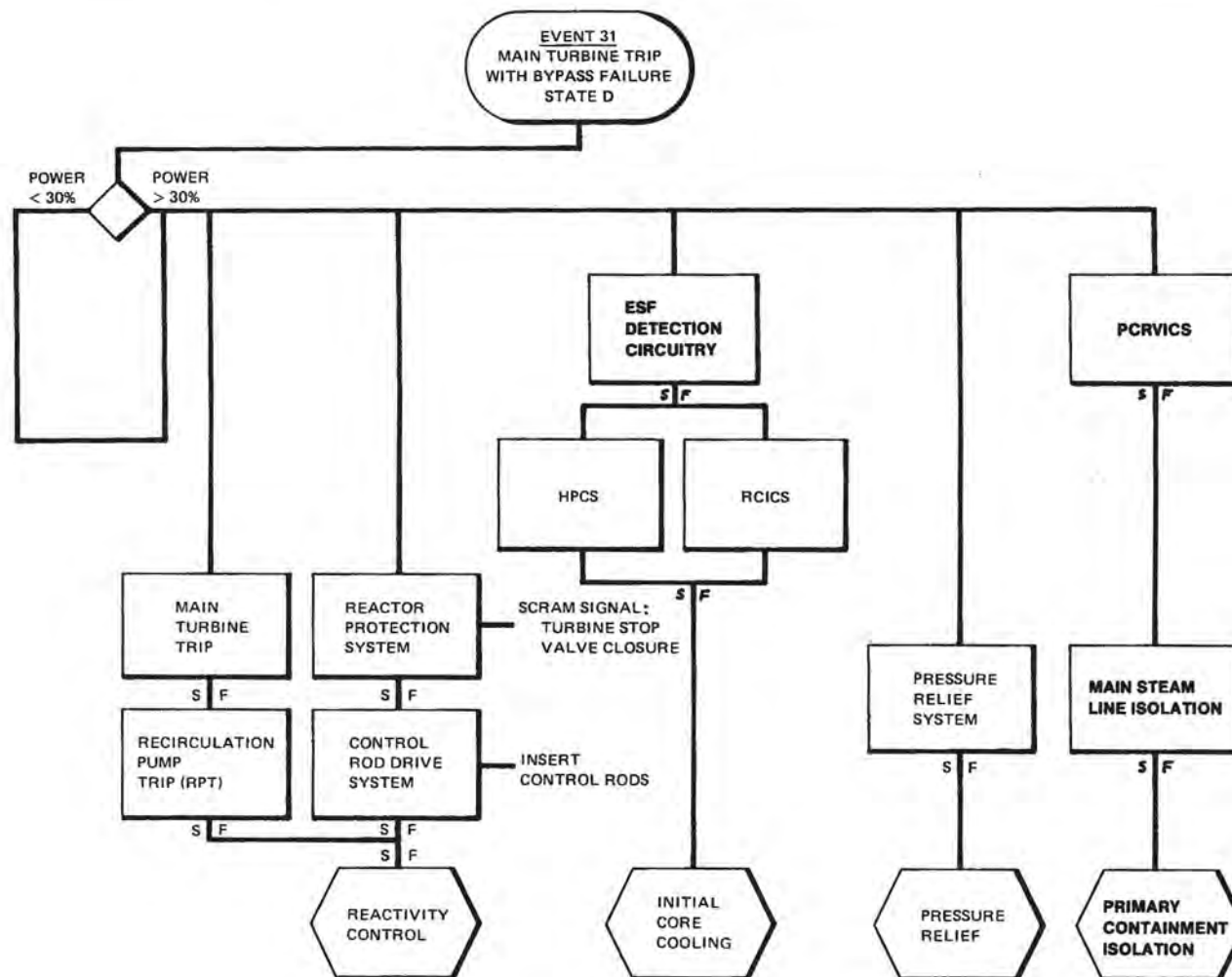


FIGURE 15A-38

PROTECTION SEQUENCES MAIN TURBINE
TRIP - WITH BYPASS FAILURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

**EVENT 32
INADVERTENT LOADING AND
OPERATION – FUEL ASSEMBLY
IN IMPROPER POSITION
STATES A, B, C, D**

**PLANNED
OPERATION**

FIGURE 15A-39

**PROTECTION SEQUENCE FOR INADVERTENT
LOADING AND OPERATION OF FUEL ASSEMBLY
IN IMPROPER POSITION**

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT**

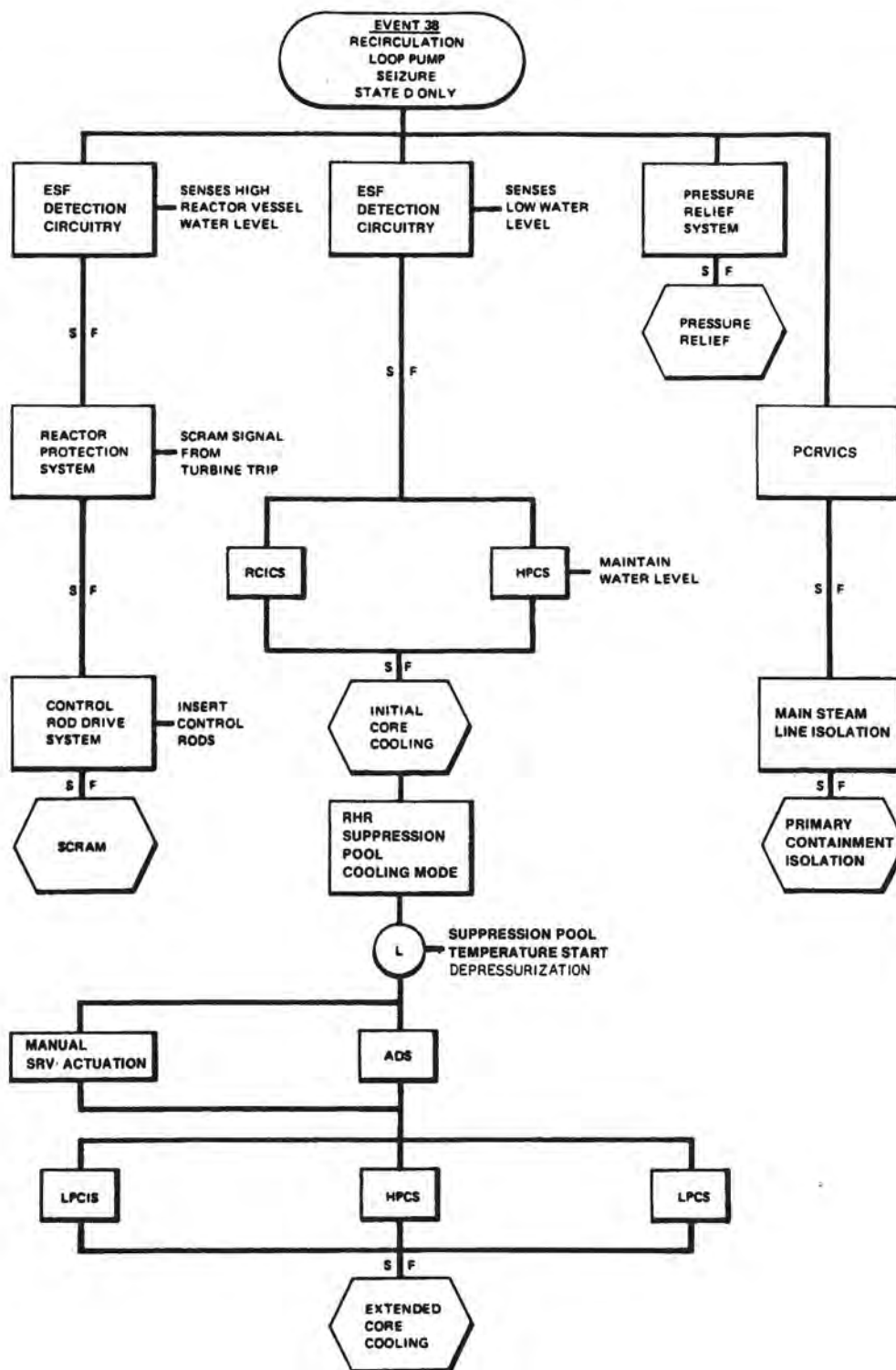


FIGURE 15A-40

PROTECTION SEQUENCE FOR RECIRCULATION
LOOP PUMP SEIZURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

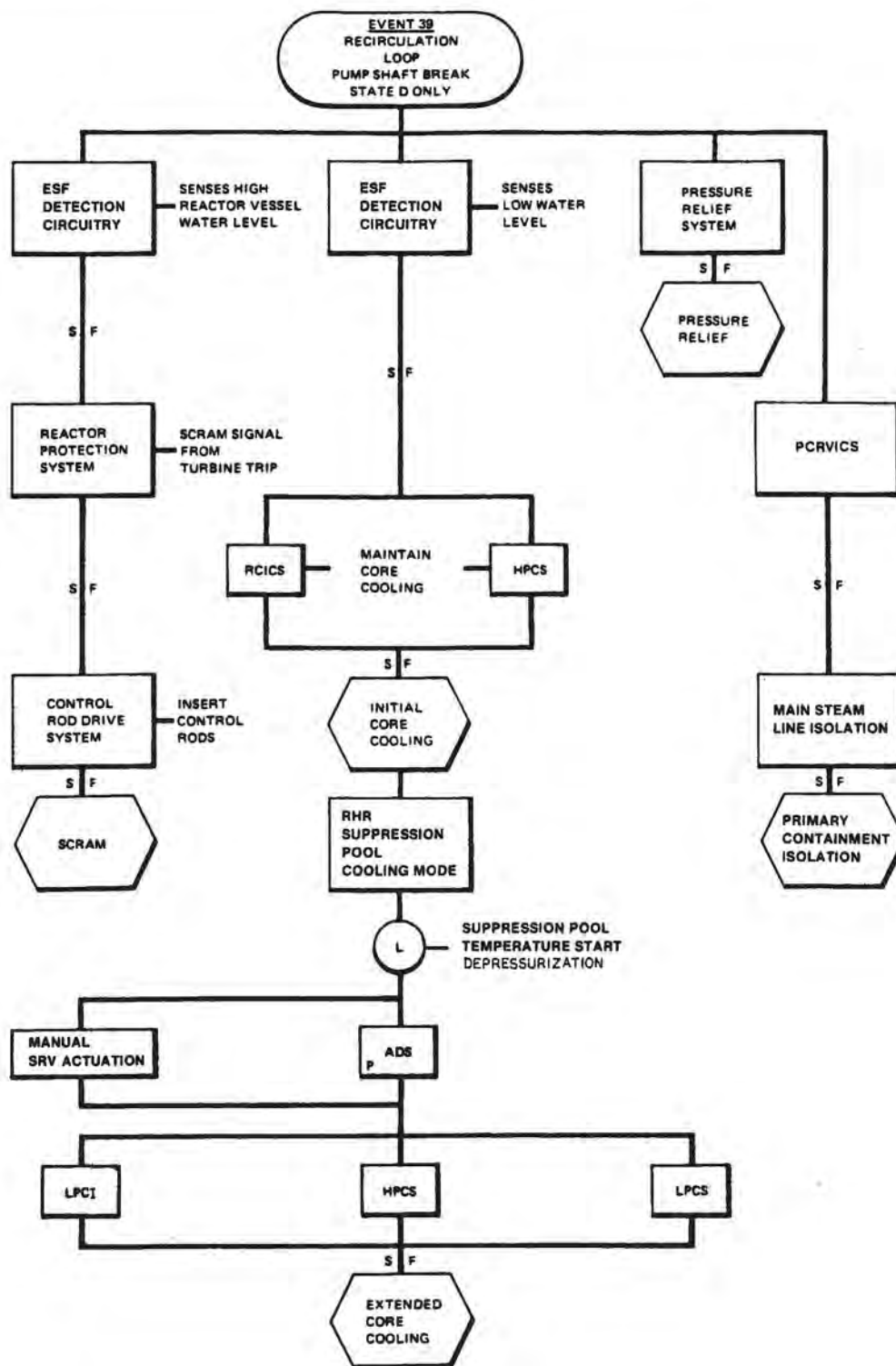


FIGURE 15A - 41

PROTECTION SEQUENCE FOR RECIRCULATION
LOOP PUMP SHAFT BREAK

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

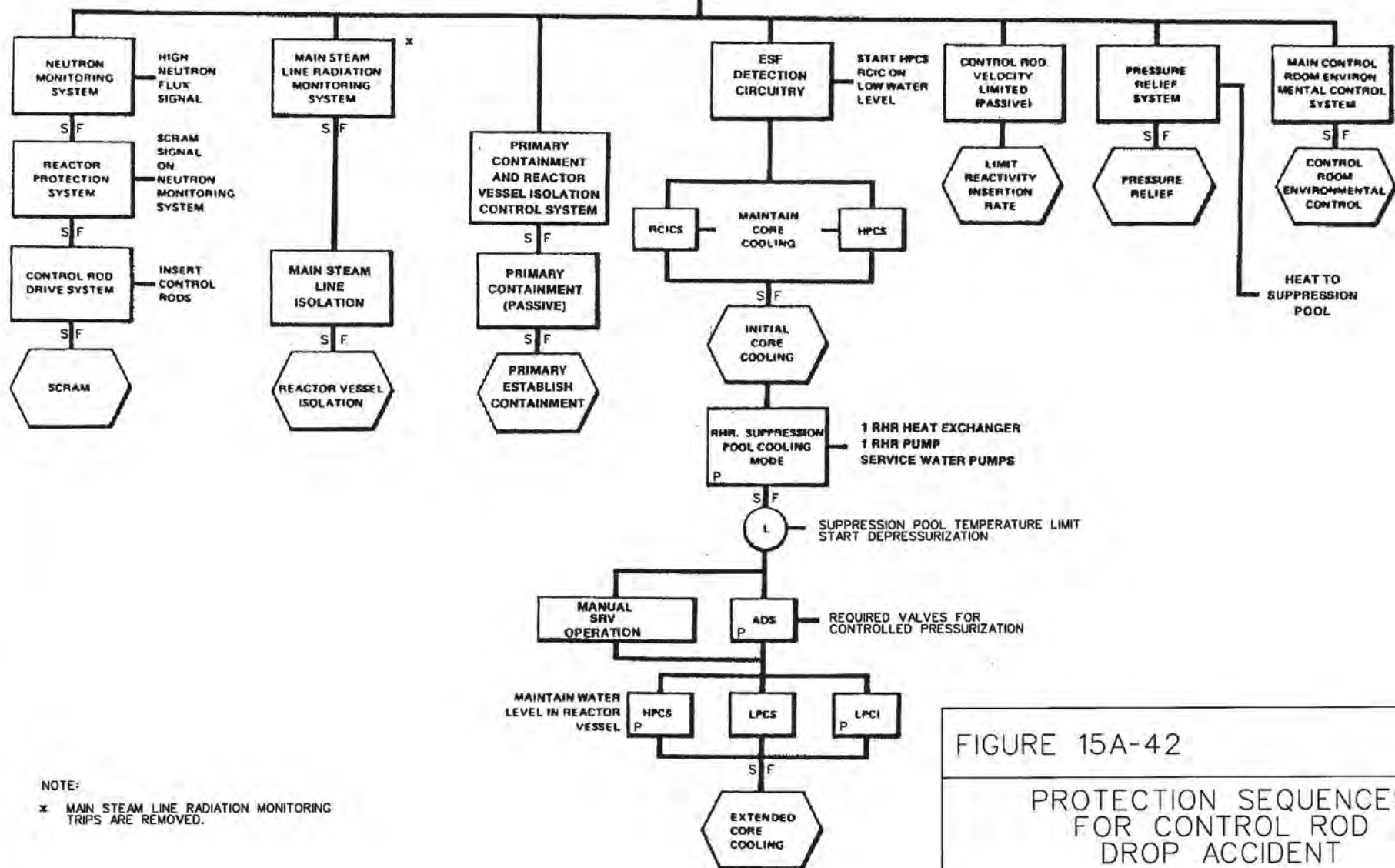


FIGURE 15A-42

PROTECTION SEQUENCES
FOR CONTROL ROD
DROP ACCIDENT

NINE MILE POINT
NUCLEAR STATION - UNIT 2
SCRIBA, N.Y.

UPDATED SAFETY ANALYSIS REPORT

USAR REVISION 15 OCTOBER 2002

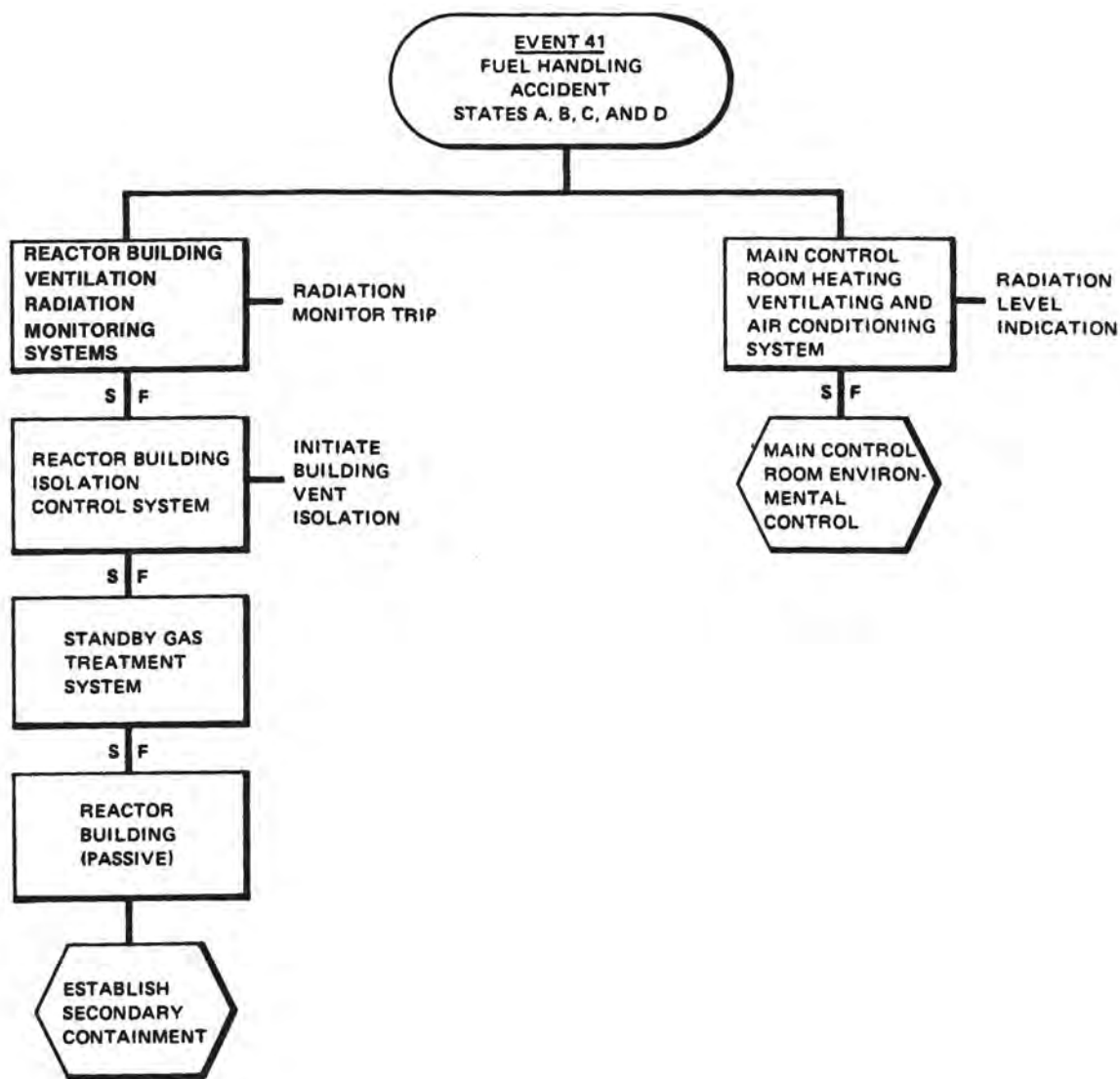


FIGURE 15A-43

PROTECTION SEQUENCES FOR FUEL HANDLING
ACCIDENT

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

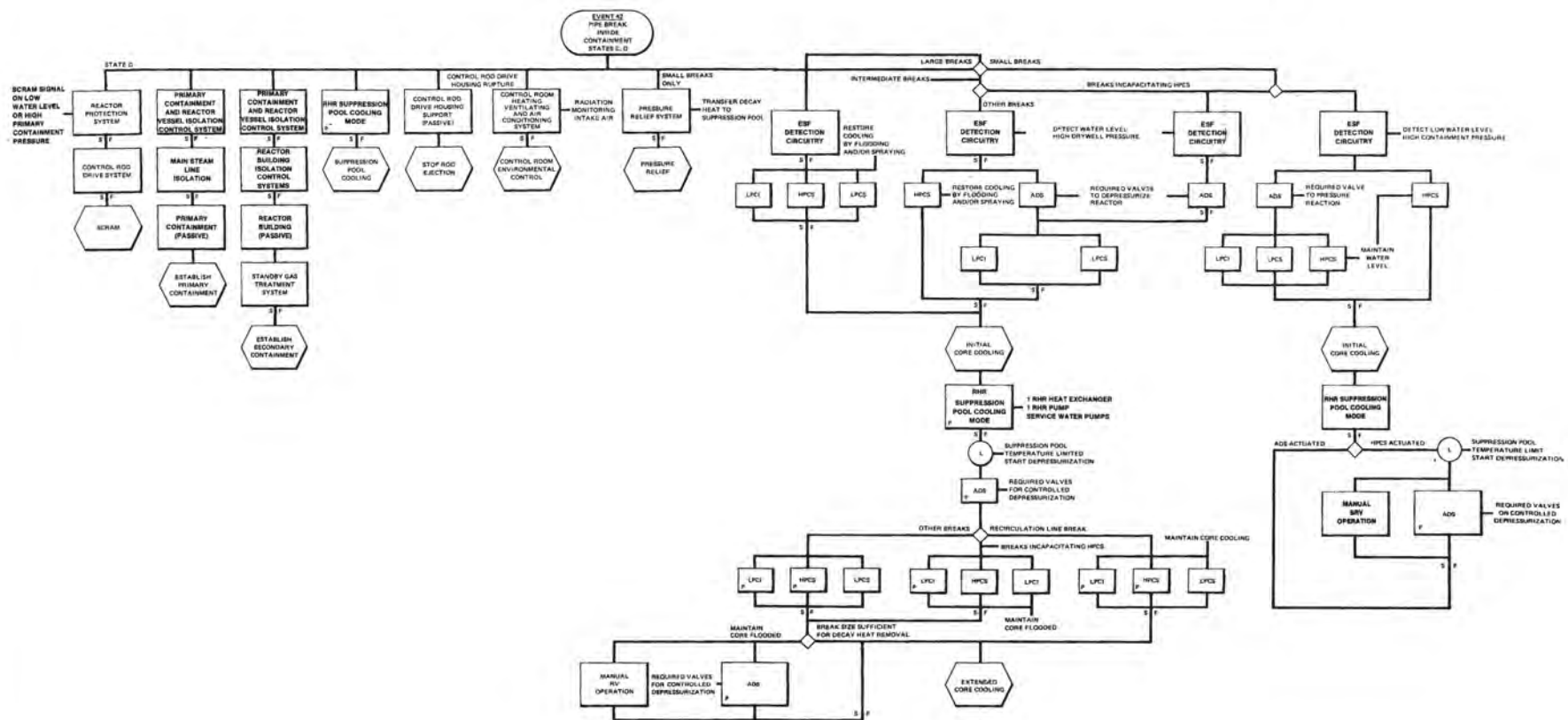
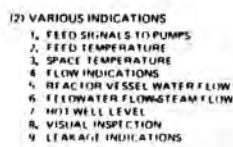


FIGURE 15A-44

PROTECTION SEQUENCES FOR LOSS-OF-COOLANT PIPING BREAKS IN RCPB-INSIDE CONTAINMENT

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT



NIAGARA MOHAWK POWER CORPORATION
 NINE MILE POINT-UNIT 2
 FINAL SAFETY ANALYSIS REPORT

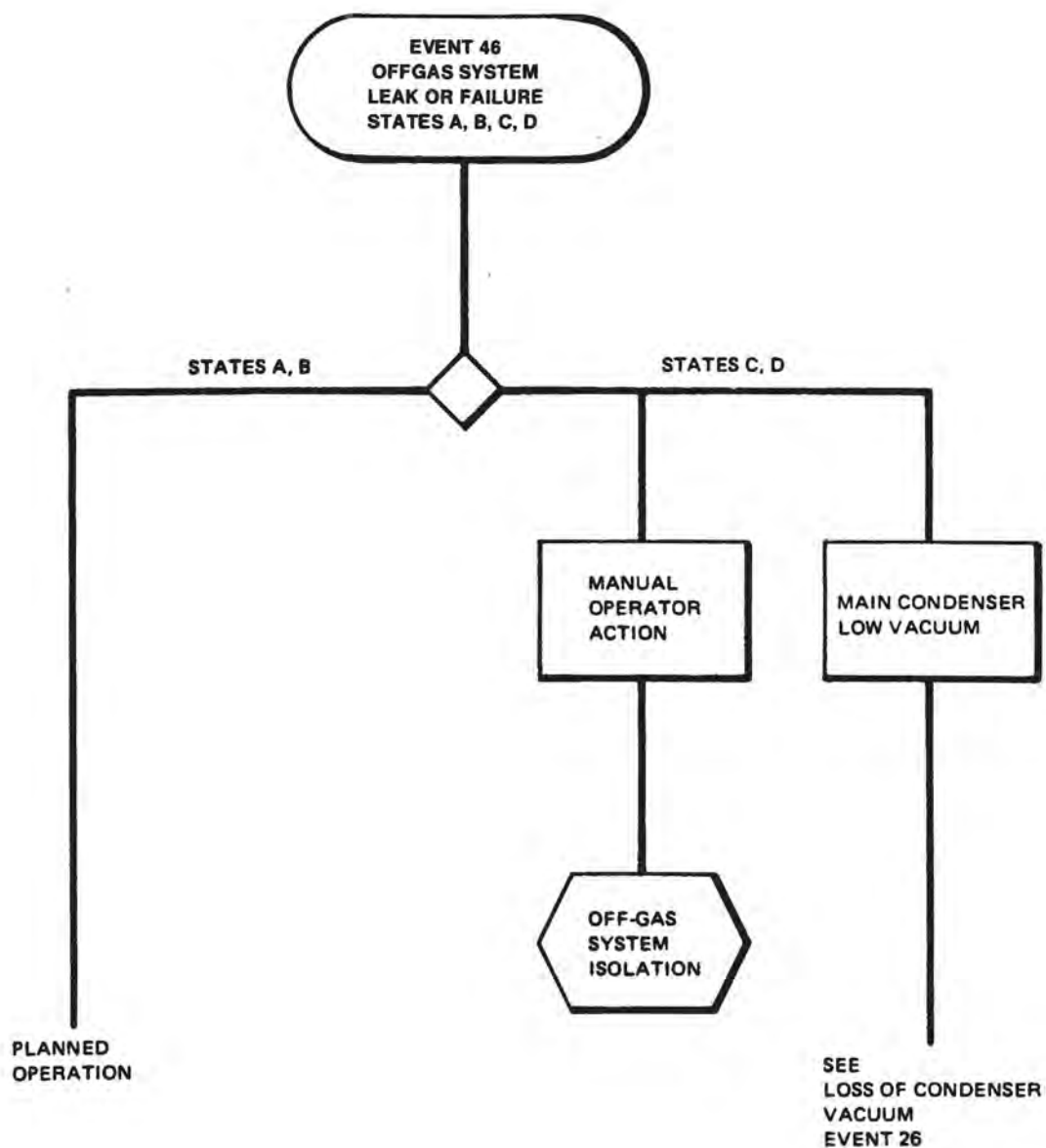


FIGURE 15A-46

PROTECTION SEQUENCE FOR GASEOUS
RADWASTE SYSTEM LEAK OR FAILURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

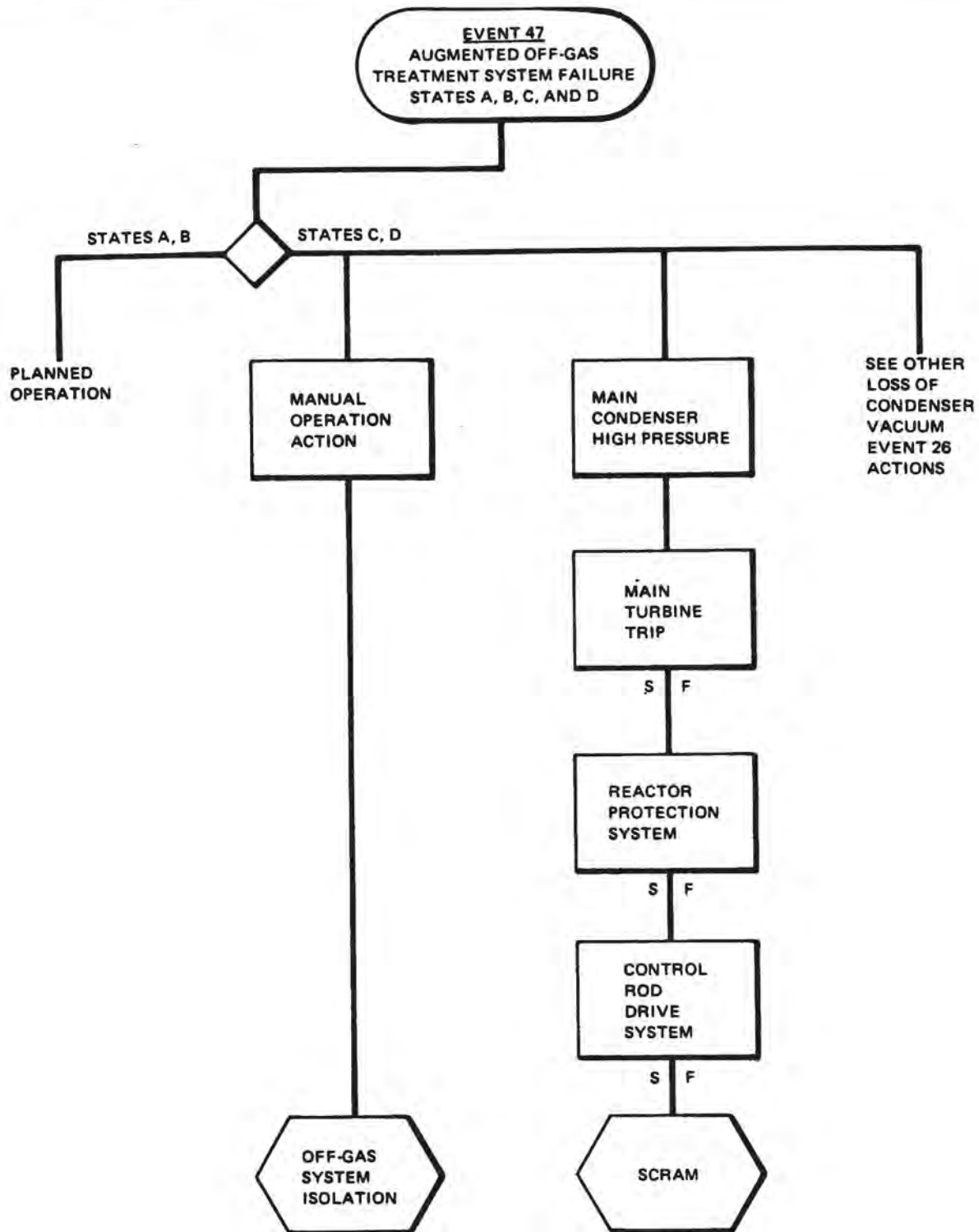


FIGURE 15A-47

PROTECTION SEQUENCE FOR AUGMENTED
OFF-GAS TREATMENT SYSTEM FAILURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

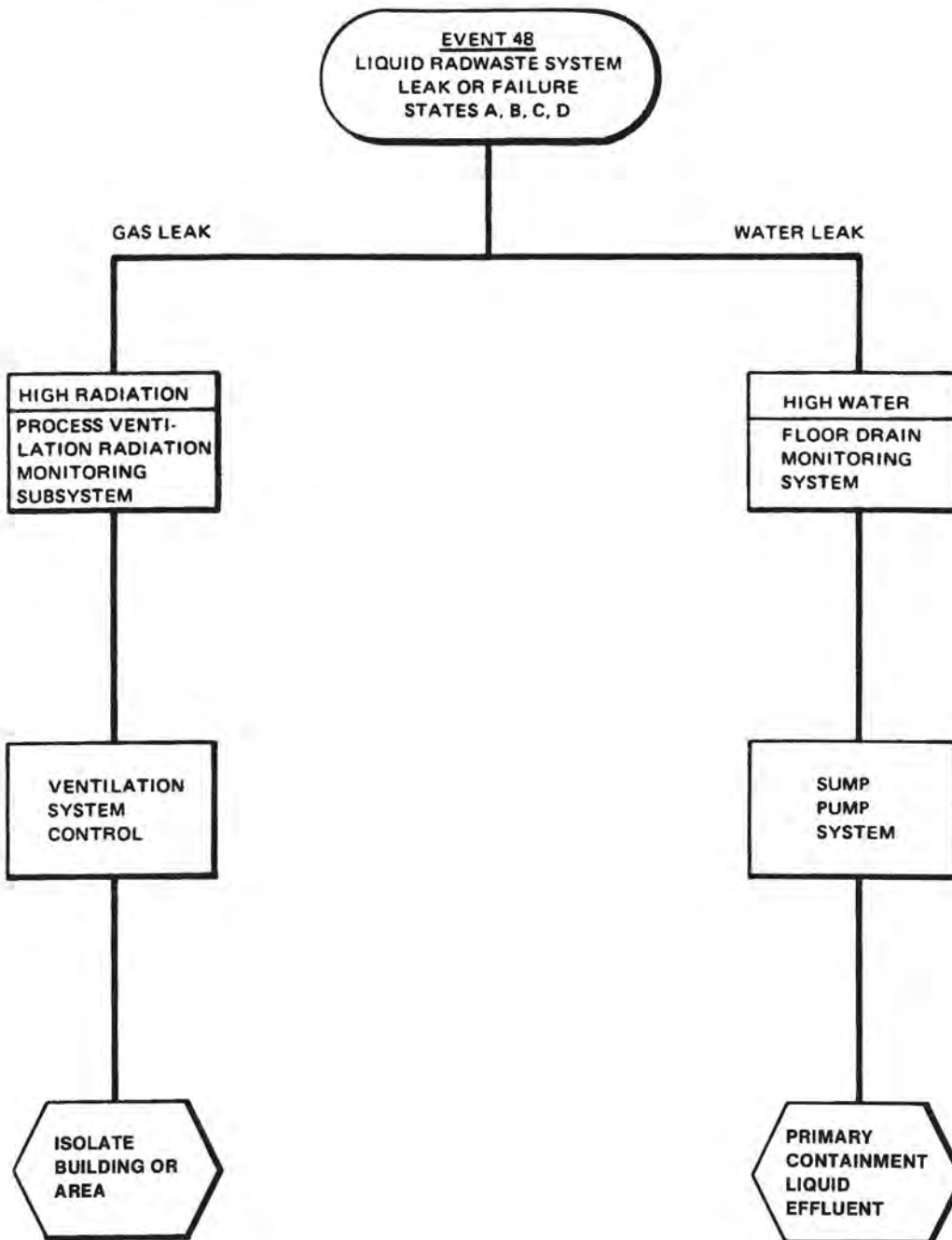


FIGURE 15A-48

PROTECTION SEQUENCE FOR LIQUID
RADWASTE SYSTEM LEAK OR FAILURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

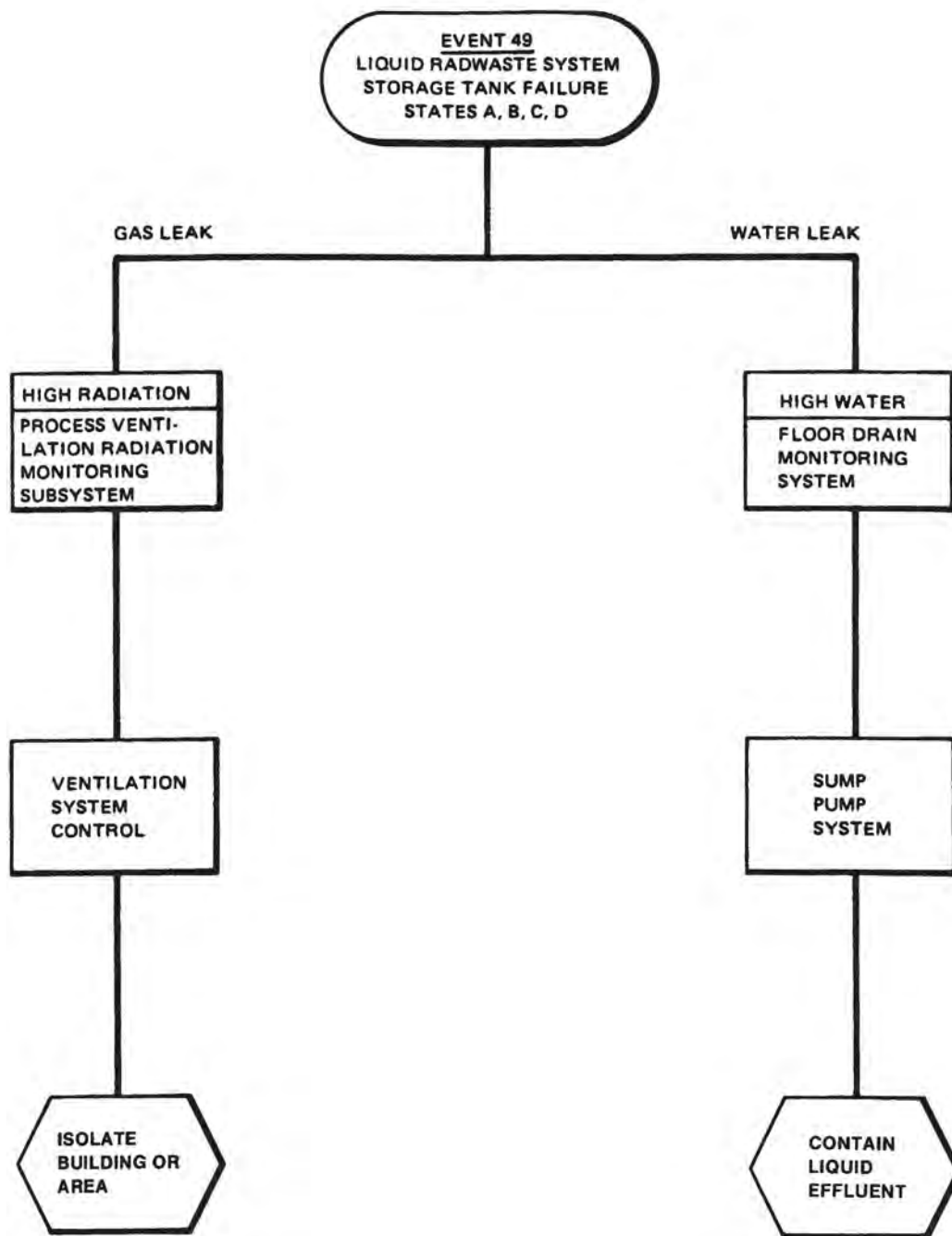


FIGURE 15A-49

PROTECTION SEQUENCE FOR LIQUID
RADWASTE SYSTEM STORAGE TANK
FAILURE

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

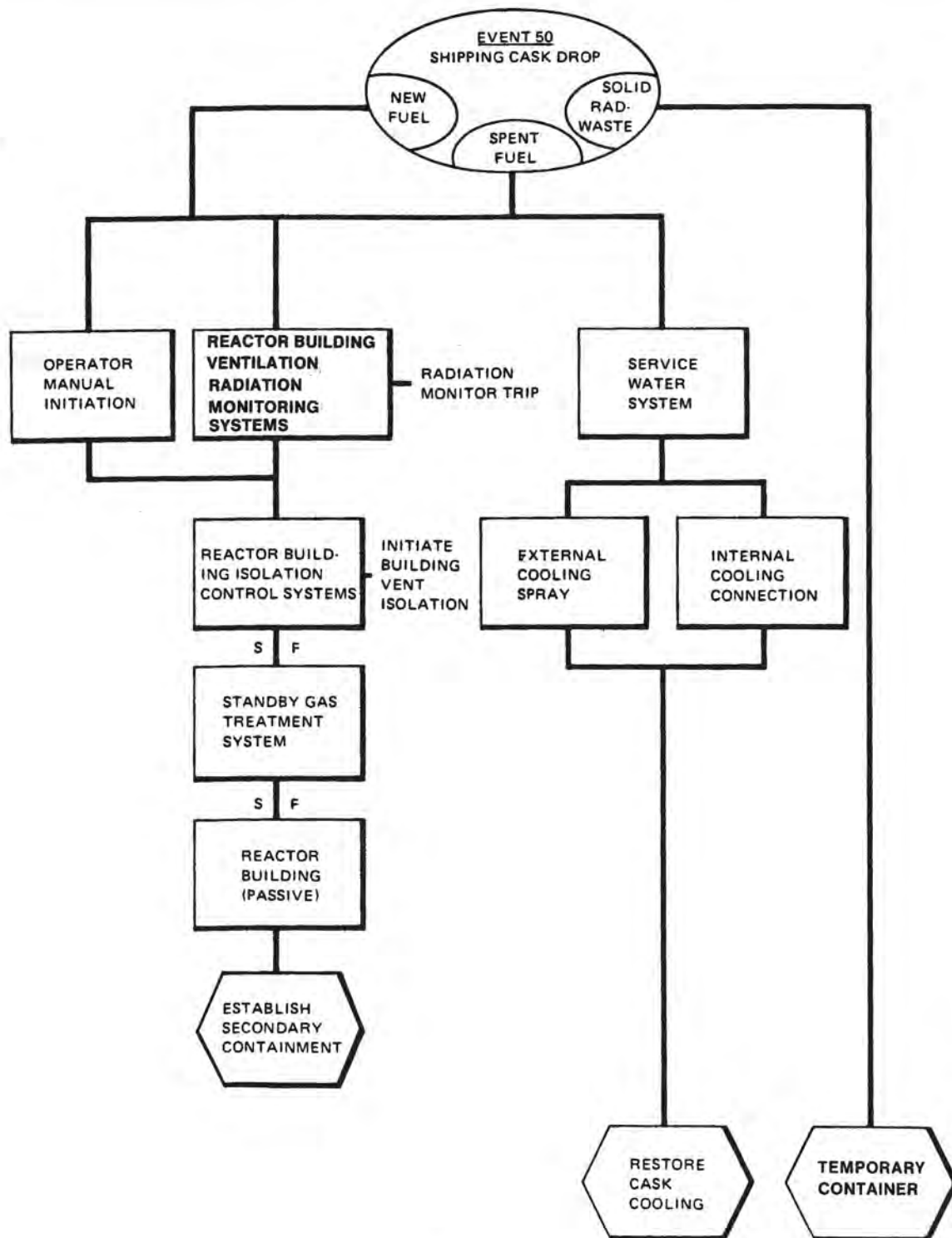


FIGURE 15A-50

PROTECTION SEQUENCE FOR SHIPPING
CASK DROP

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

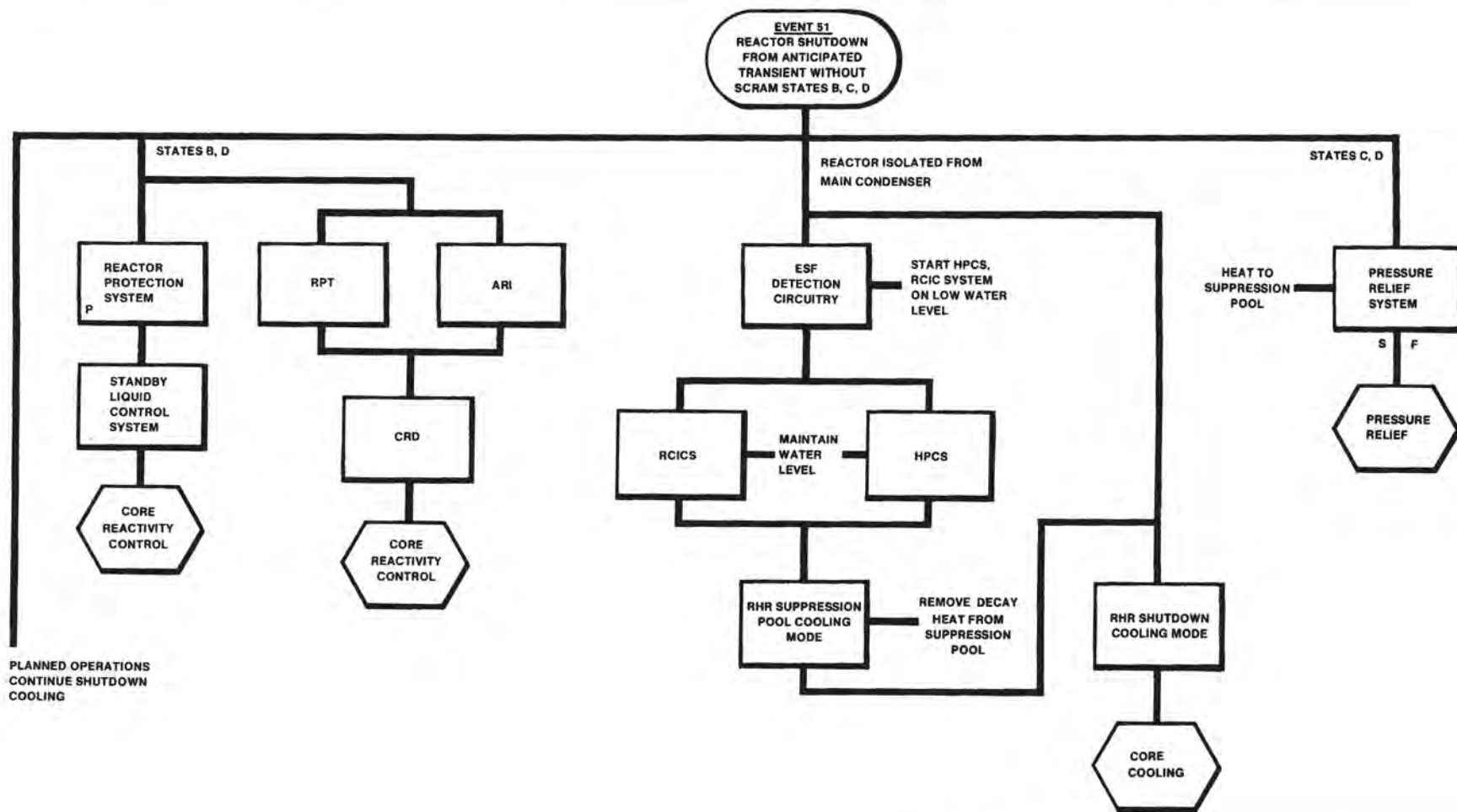


FIGURE 15A-51

PROTECTION SEQUENCE FOR REACTOR
SHUTDOWN — FROM ANTICIPATED
TRANSIENT WITHOUT SCRAM

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

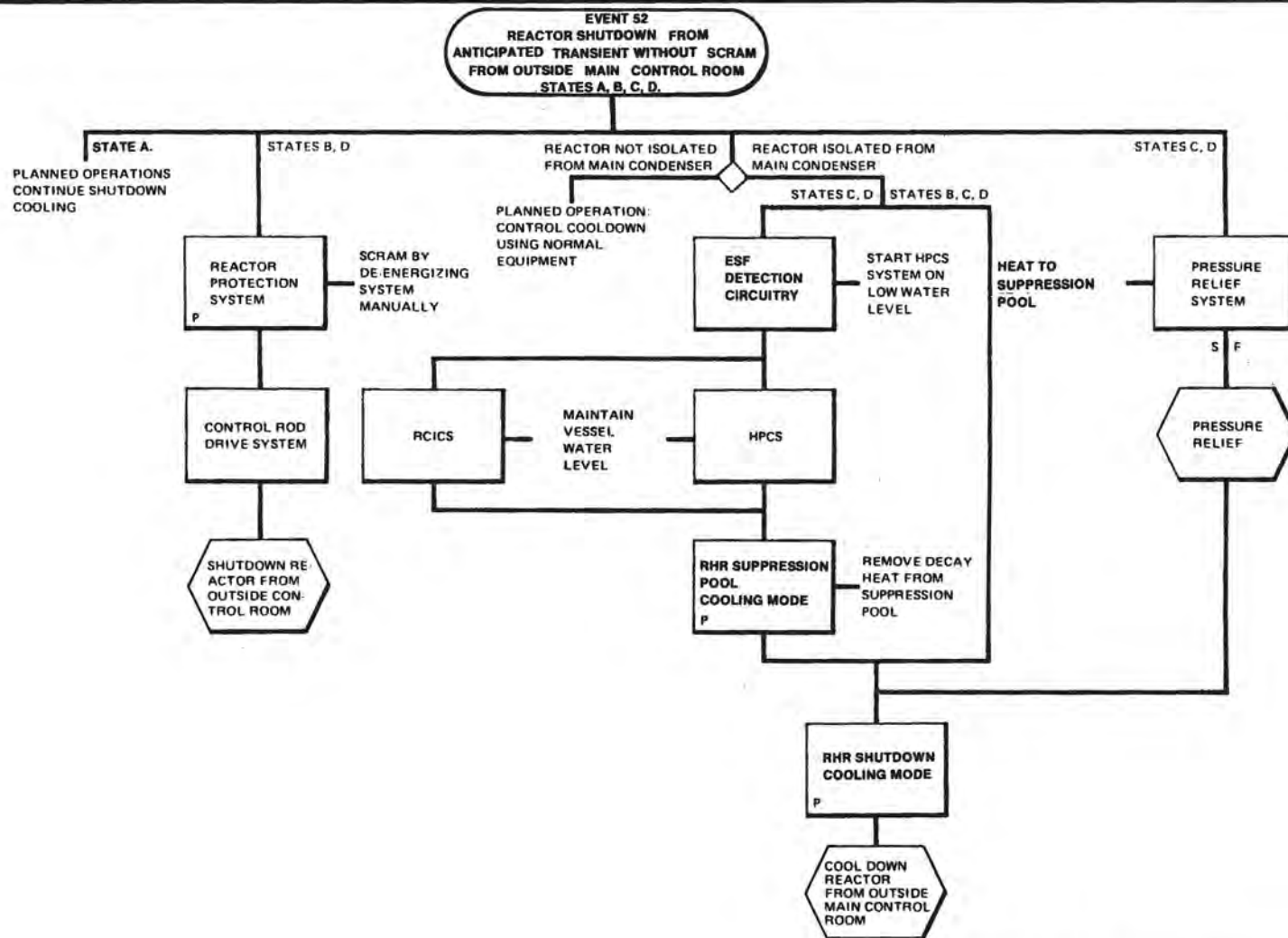


FIGURE 15A-52

PROTECTION SEQUENCE FOR REACTOR
SHUTDOWN — FROM OUTSIDE MAIN
CONTROL ROOM

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
FINAL SAFETY ANALYSIS REPORT

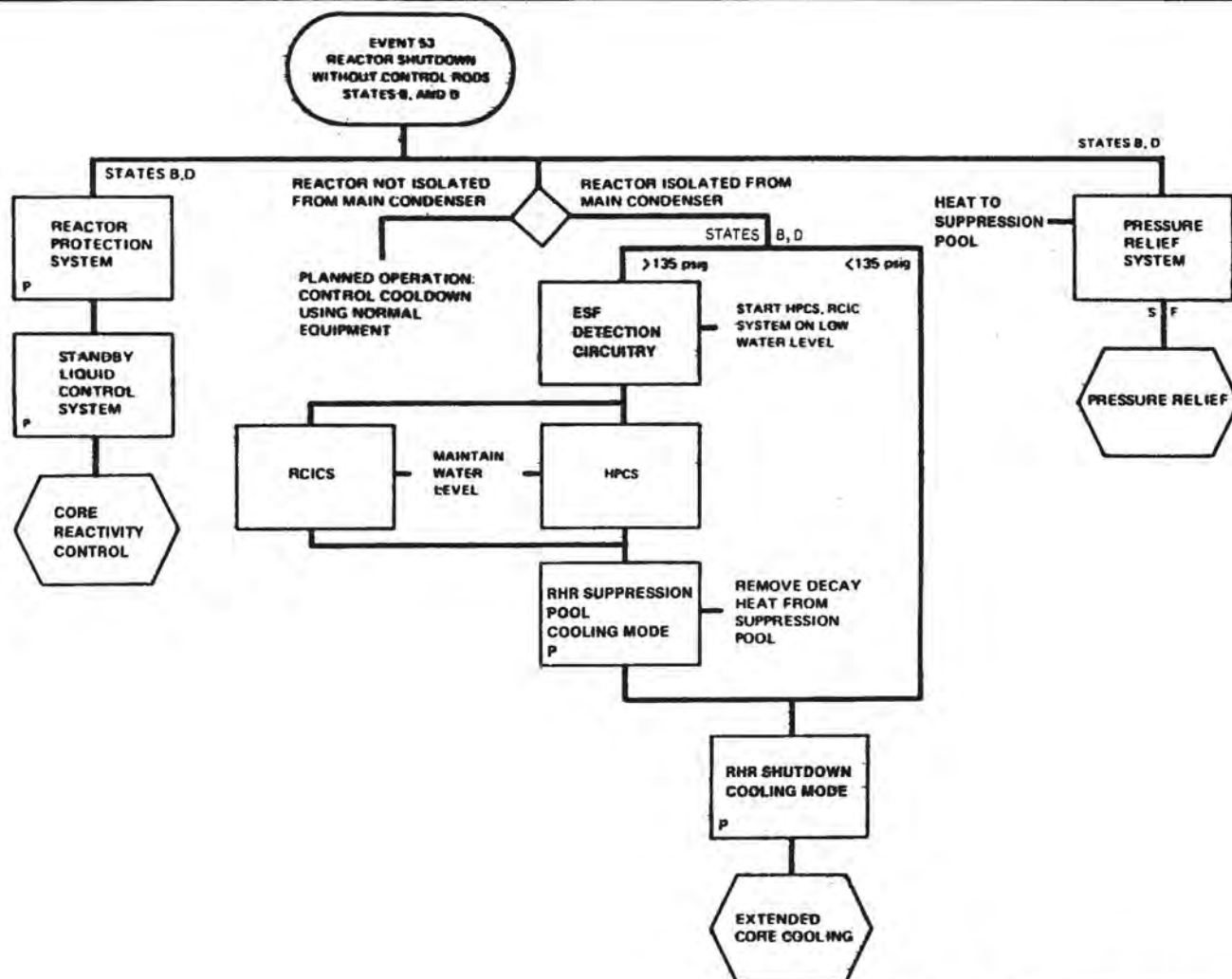
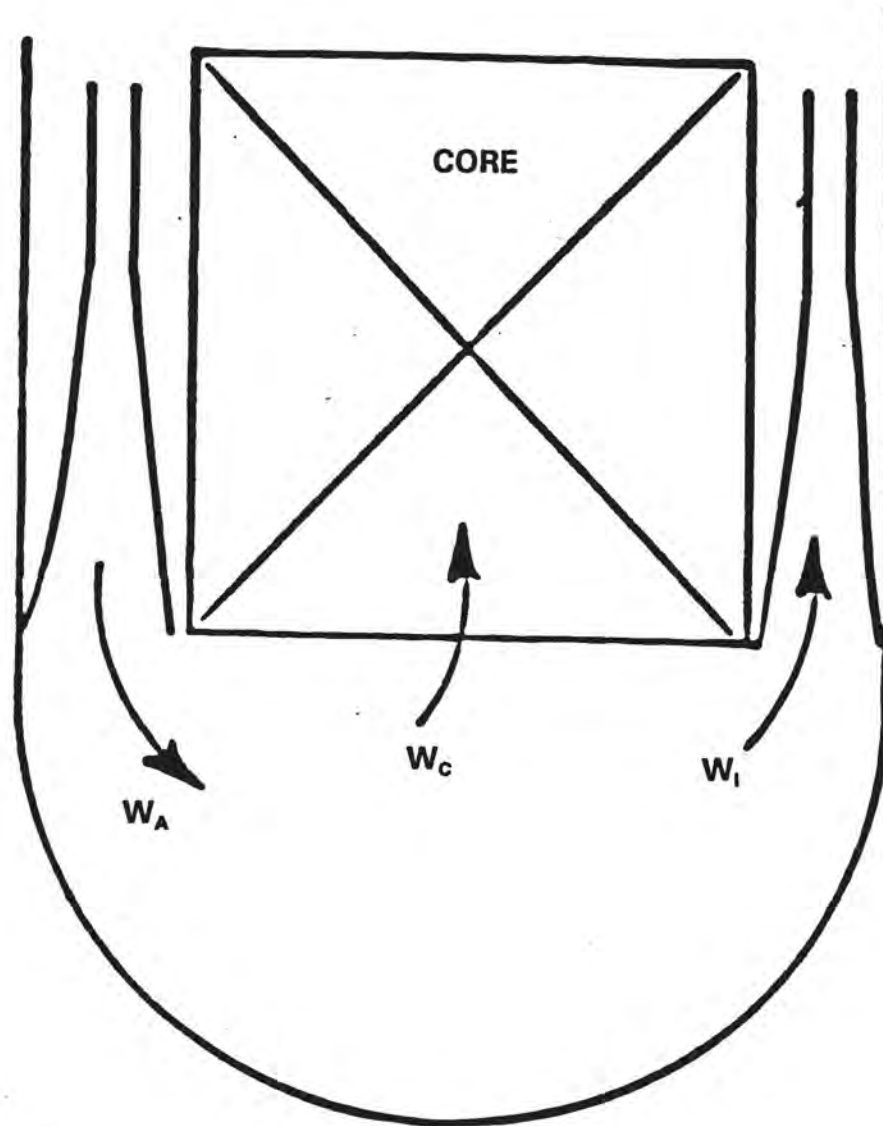


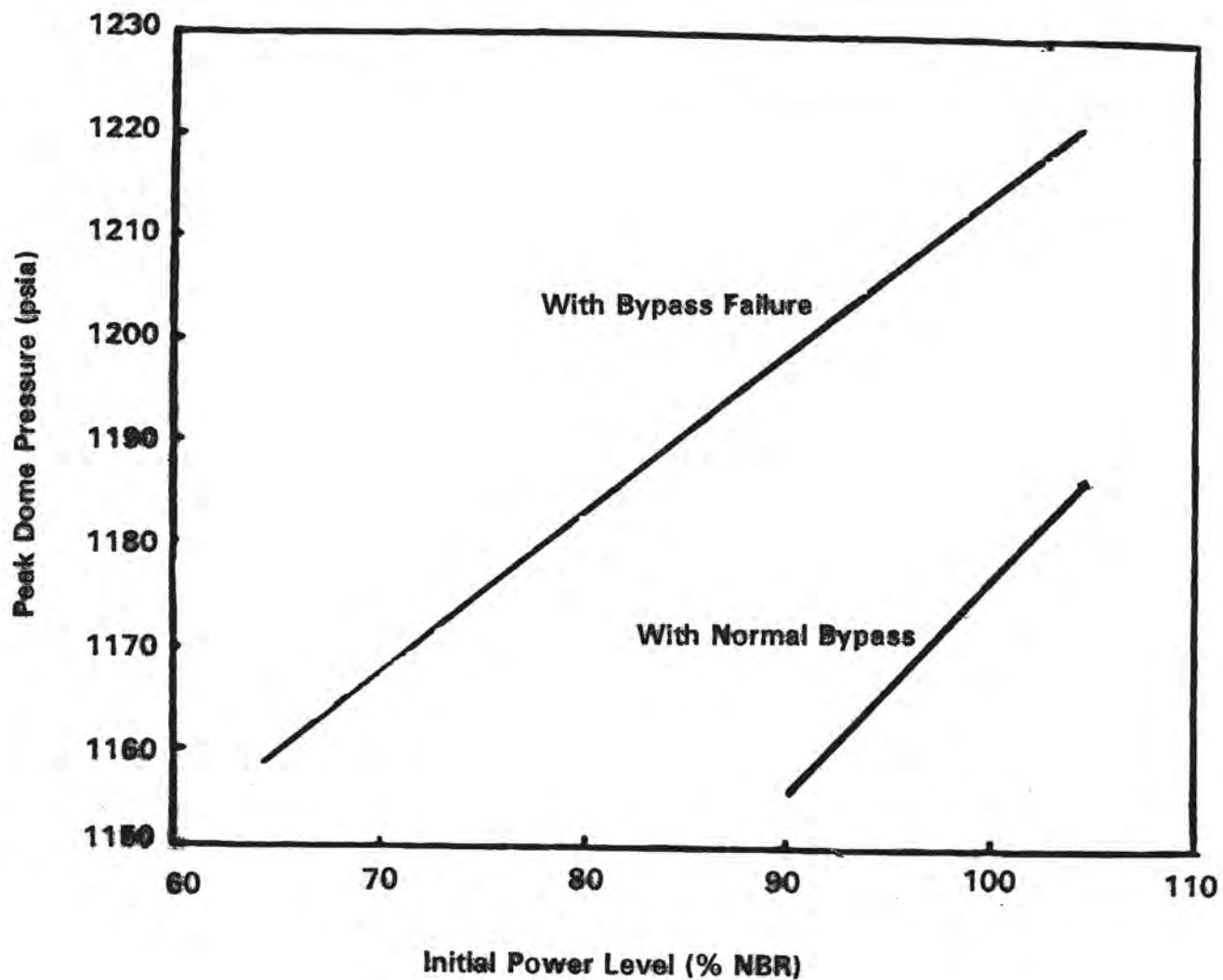
FIGURE 15A-53

PROTECTION SEQUENCE FOR REACTOR SHUTDOWN — WITHOUT CONTROL RODS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT



W_C = Total Core Flow
 W_A = Active Loop Flow
 W_I = Inactive Loop Flow



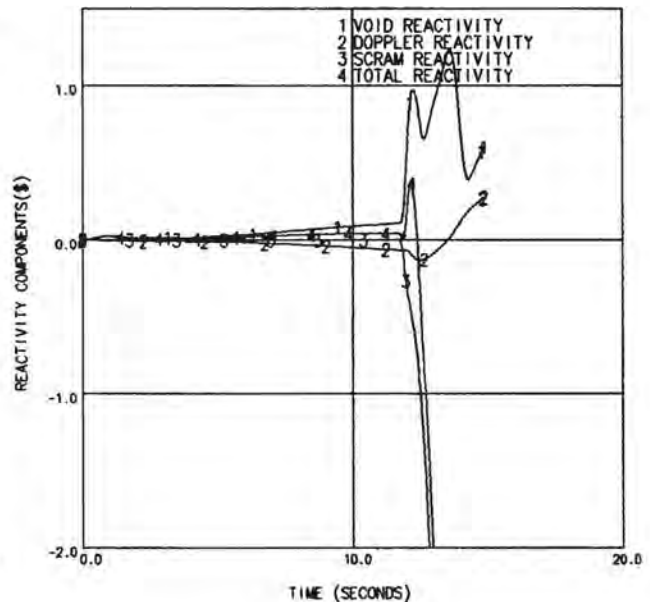
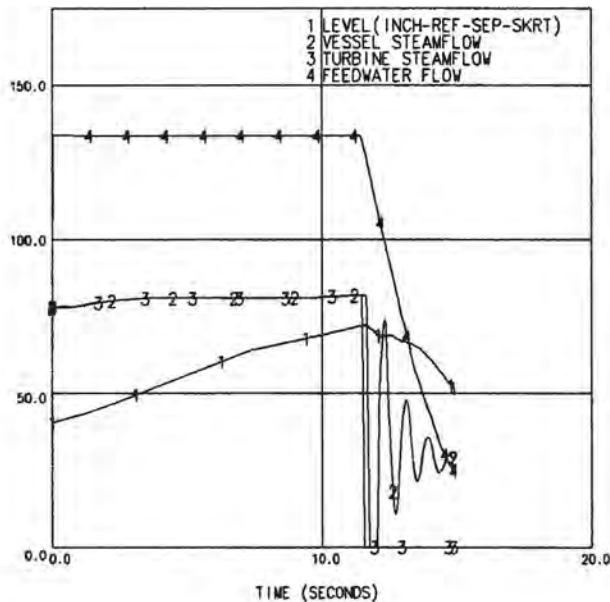
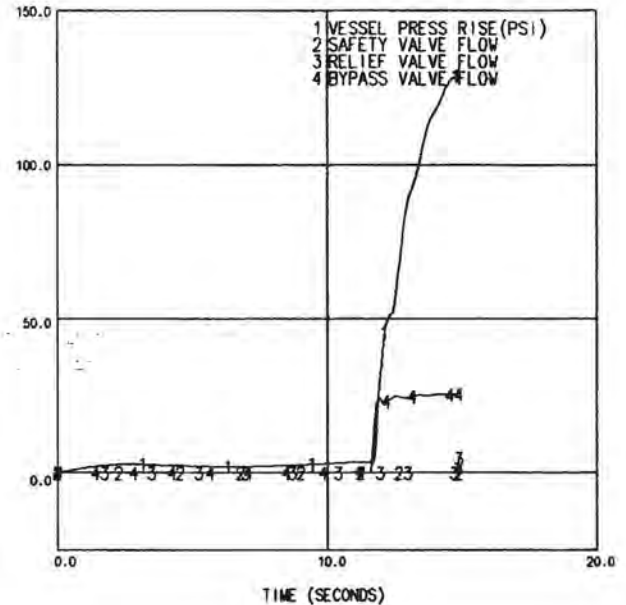
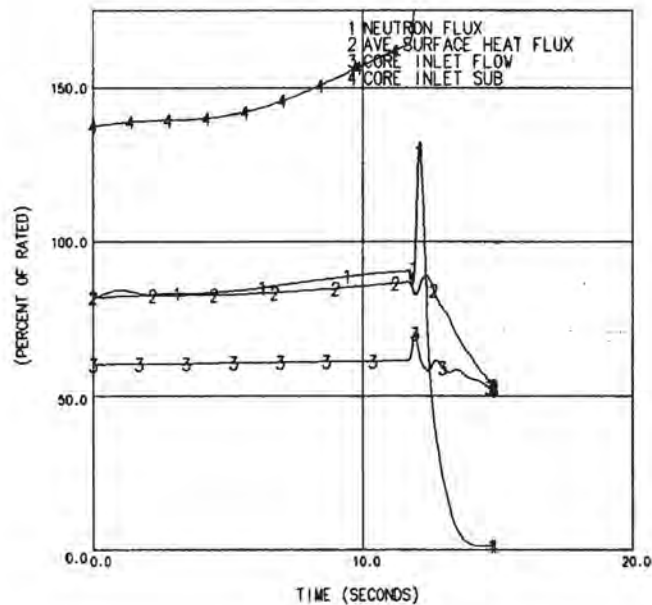


FIGURE 15 B.3-2

**FEEDWATER CONTROLLER FAILURE
- MAXIMUM DEMAND,
82% POWER, 60% FLOW**

NOTE: CYCLE- SPECIFIC INFORMATION
IS PRESENTED IN APPENDIX A.

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
UPDATED SAFETY ANALYSIS REPORT**

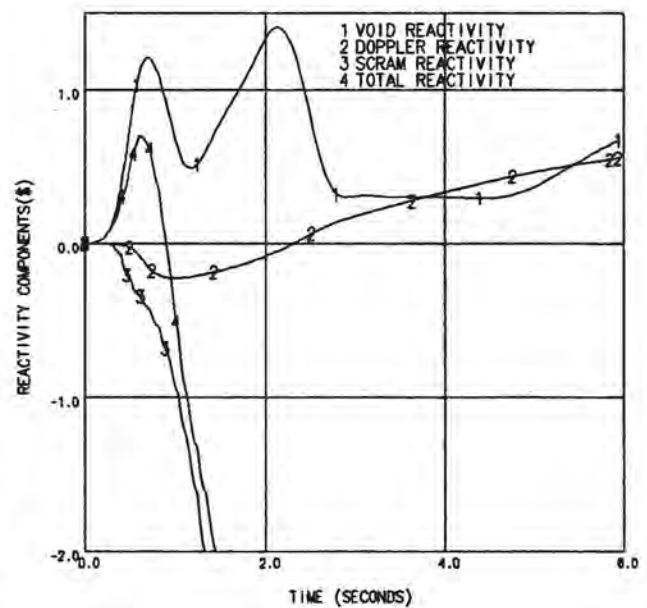
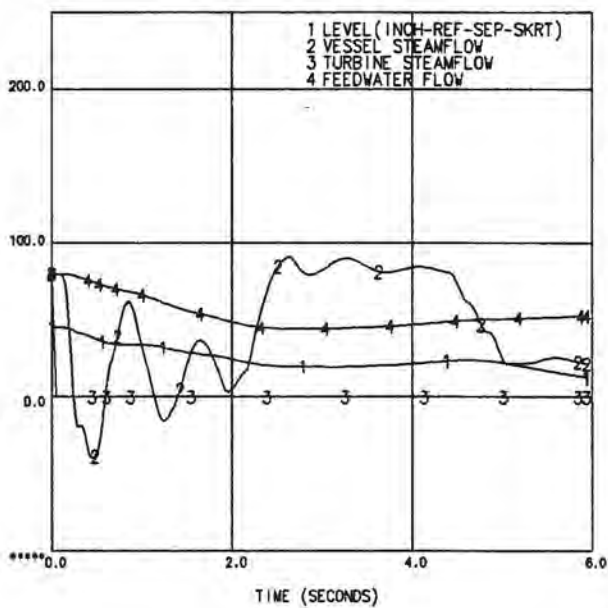
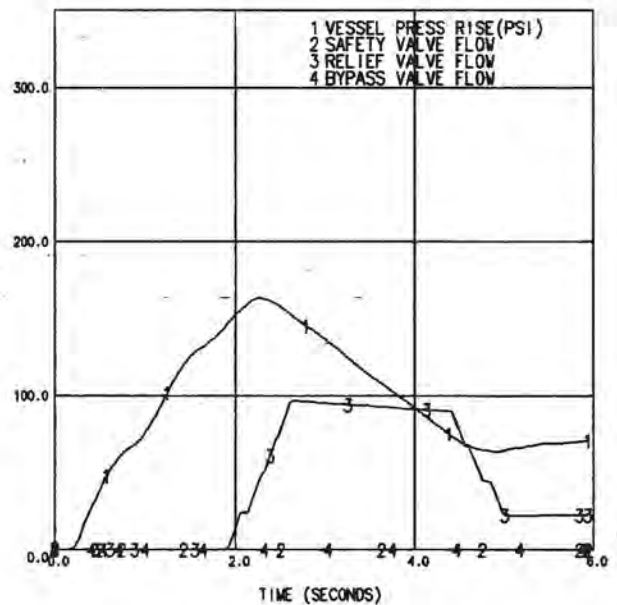
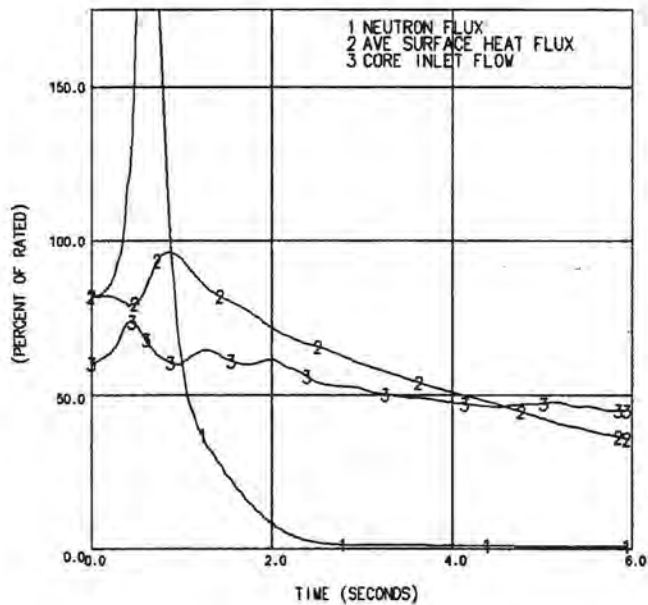
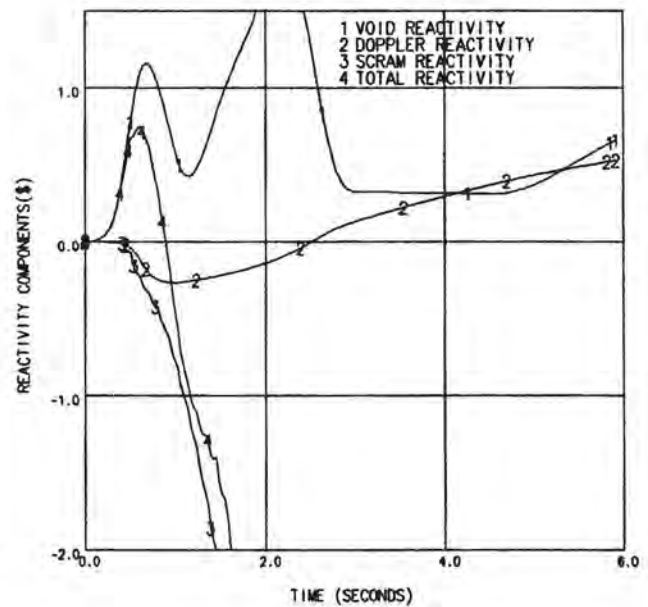
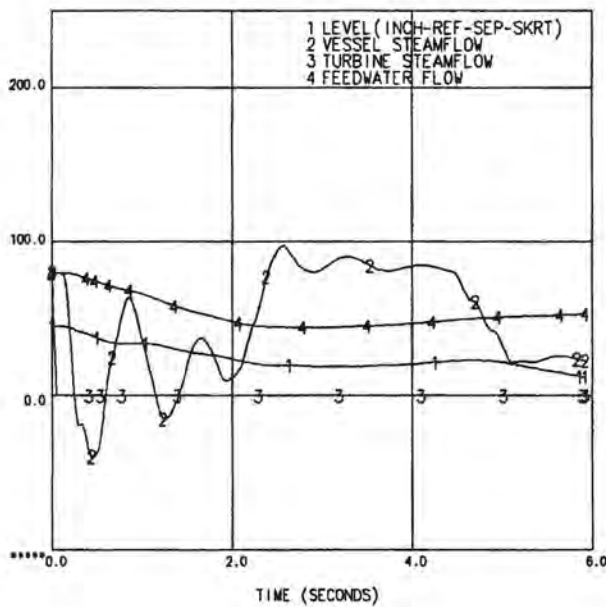
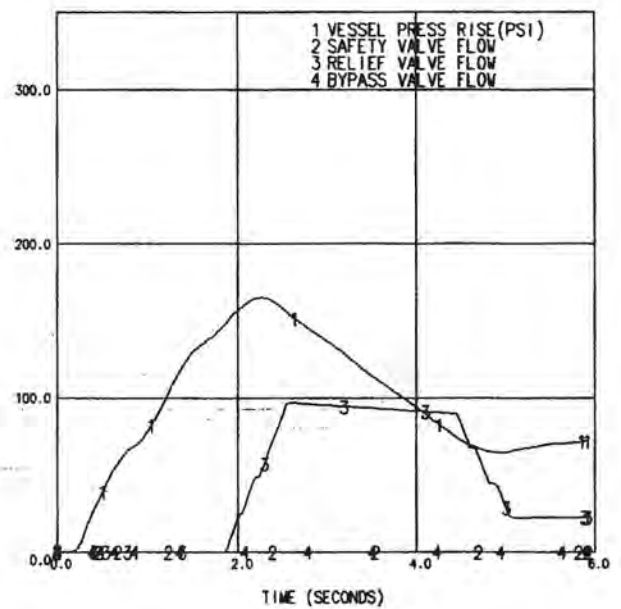
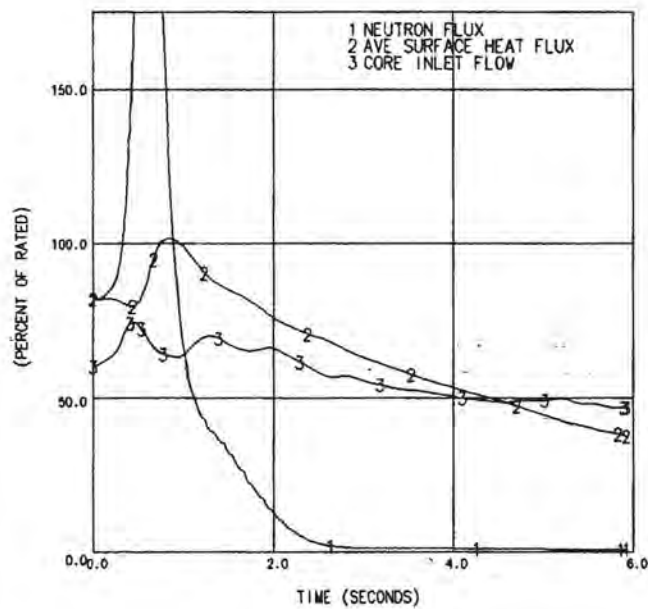


FIGURE 15 B.3-3

**GENERATOR LOAD REJECTION
WITH BYPASS FAILURE,
82% POWER, 60% FLOW**

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
UPDATED SAFETY ANALYSIS REPORT**

NOTE: CYCLE- SPECIFIC INFORMATION
IS PRESENTED IN APPENDIX A.

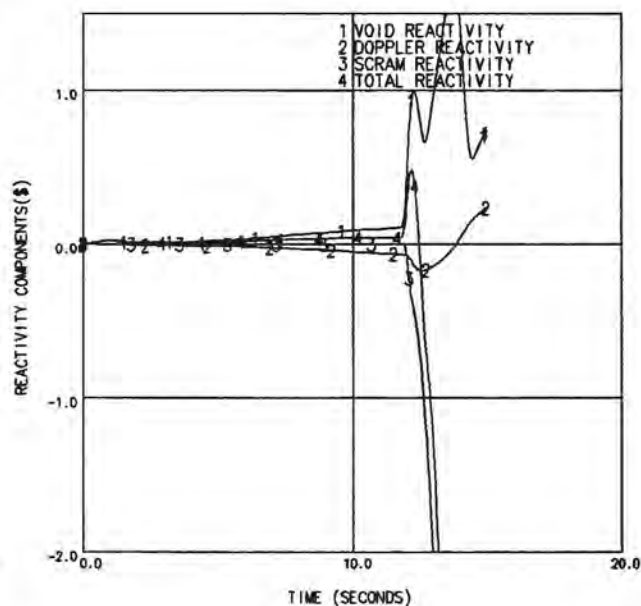
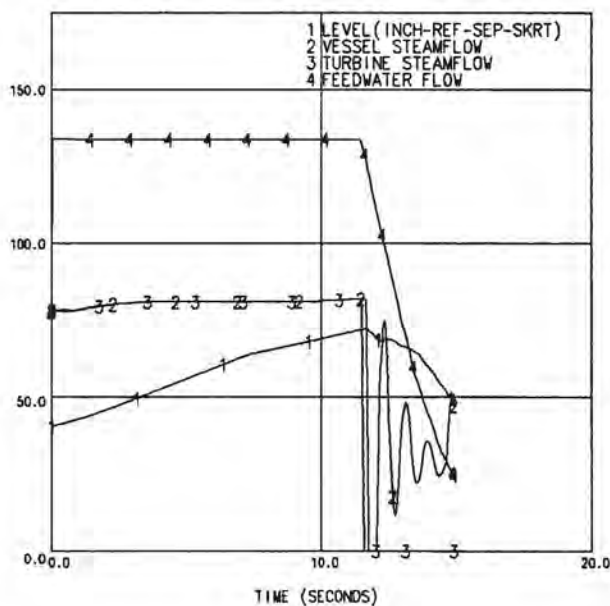
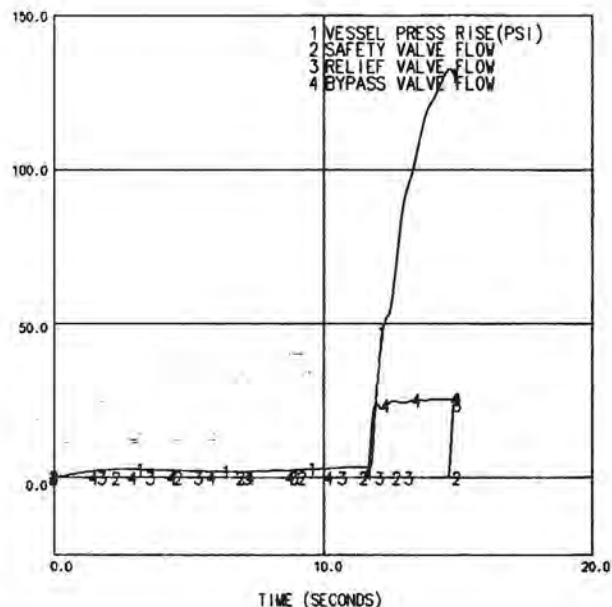
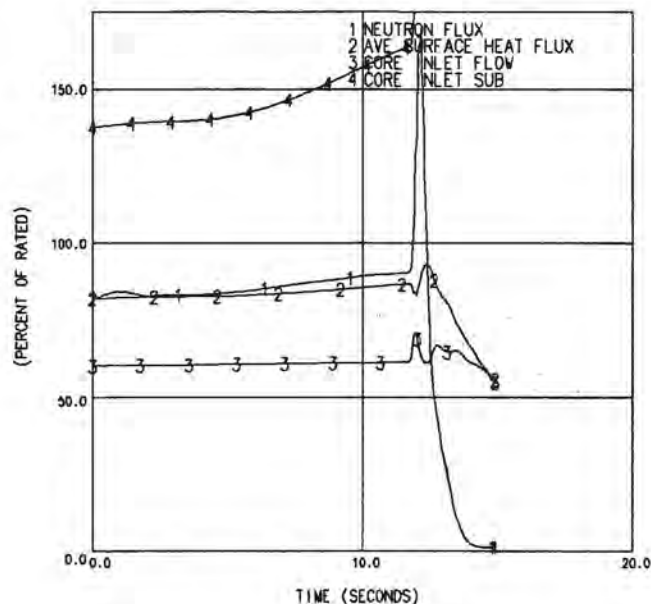


NOTE: CYCLE- SPECIFIC INFORMATION
IS PRESENTED IN APPENDIX A.

FIGURE 15 B.3-4

**GENERATOR LOAD REJECTION
WITH BYPASS FAILURE,
82% POWER, 60% FLOW,
EOC-RPT OOS**

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
UPDATED SAFETY ANALYSIS REPORT**



NOTE: CYCLE- SPECIFIC INFORMATION
IS PRESENTED IN APPENDIX A.

FIGURE 15 B.3-5

FEEDWATER CONTROLLER FAILURE
- MAXIMUM DEMAND,
82% POWER, 60% FLOW,
EOC-RPT OOS

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
UPDATED SAFETY ANALYSIS REPORT

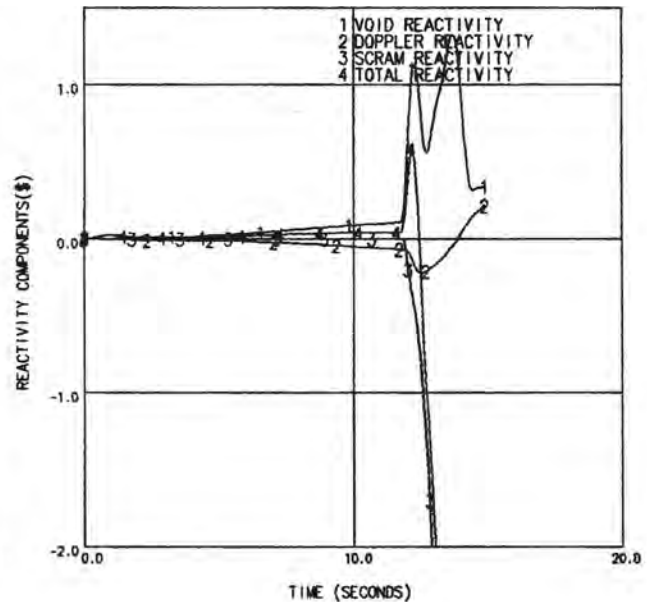
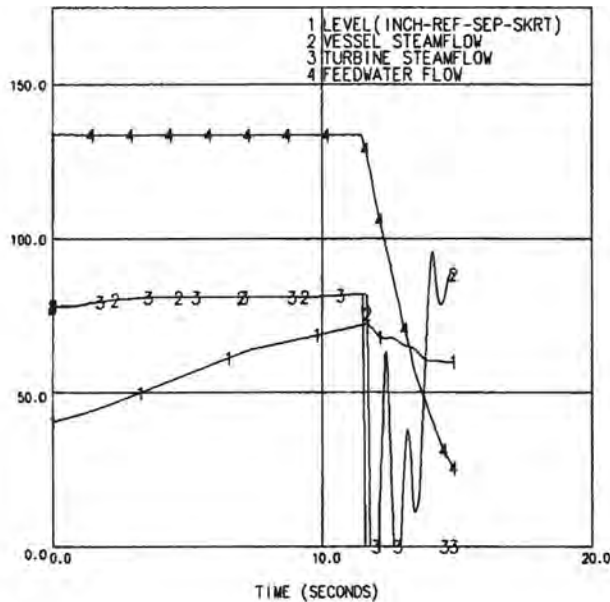
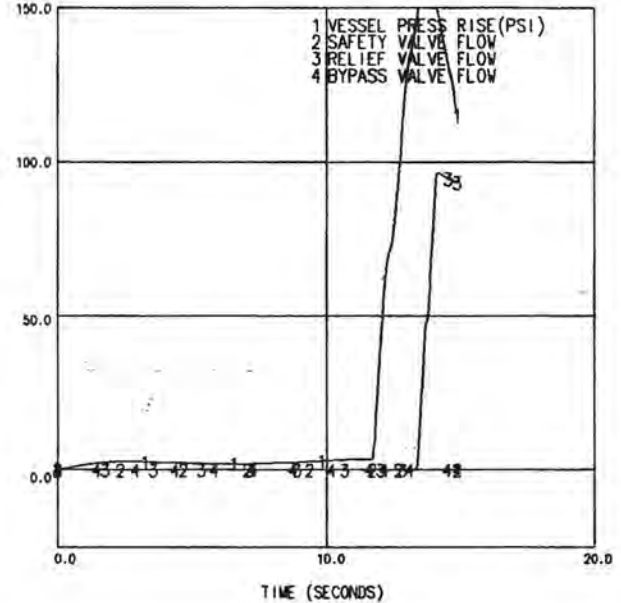
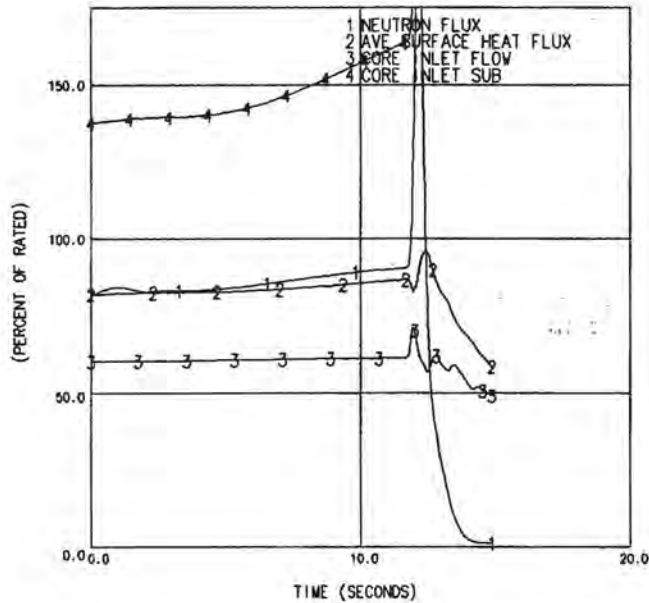


FIGURE 15 B.3-6

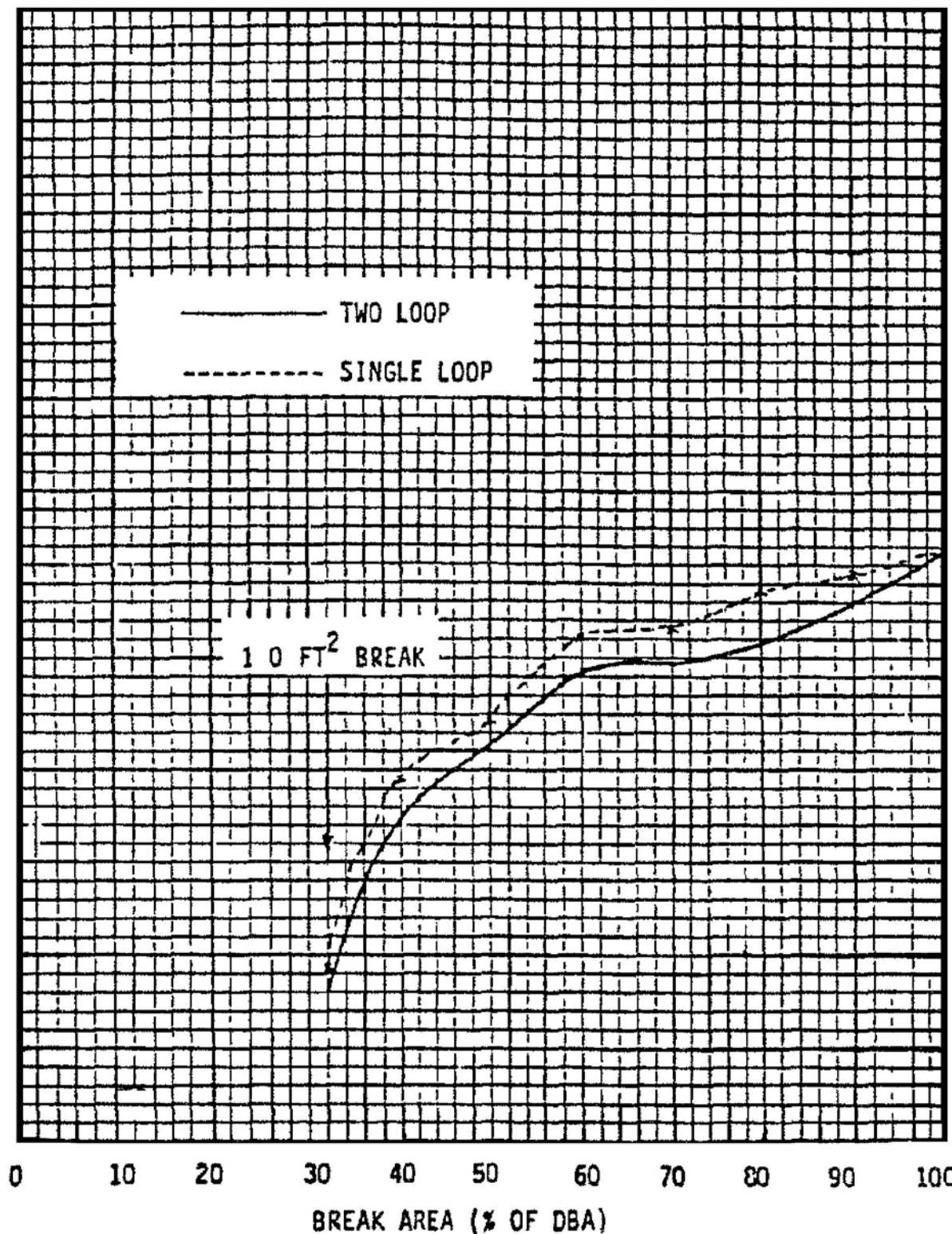
**FEEDWATER CONTROLLER FAILURE
- MAXIMUM DEMAND,
82% POWER, 60% FLOW,
BP OOS**

NOTE: CYCLE- SPECIFIC INFORMATION
IS PRESENTED IN APPENDIX A.

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
UPDATED SAFETY ANALYSIS REPORT**

TOTAL TIME FOR WHICH HIGHEST POWERED NODE REMAINS UNCOVERED (SEC)

200
180
160
140
120
100
80
60
40
20
0



NOTE: "Results from initial LOCA analysis.
Cycle-specific information is presented
in Appendix A"

FIGURE: 15.B.5-1

PEAK CLADDING TEMPERATURE VERSUS TIME
AFTER BREAK (BP/P8X8R FUEL) 0.11 SQ.FT HP/CS
LINE BREAK, LPCS DIESEL GENERATOR FAILURE
WITH 2 ADS VALVES OUT-OF-SERVICE

NINE MILE POINT
NUCLEAR STATION - UNIT 2
SCRIBA, N.Y.
UPDATED SAFETY ANALYSIS REPORT

Peak Vessel Bottom Pressure (psig)

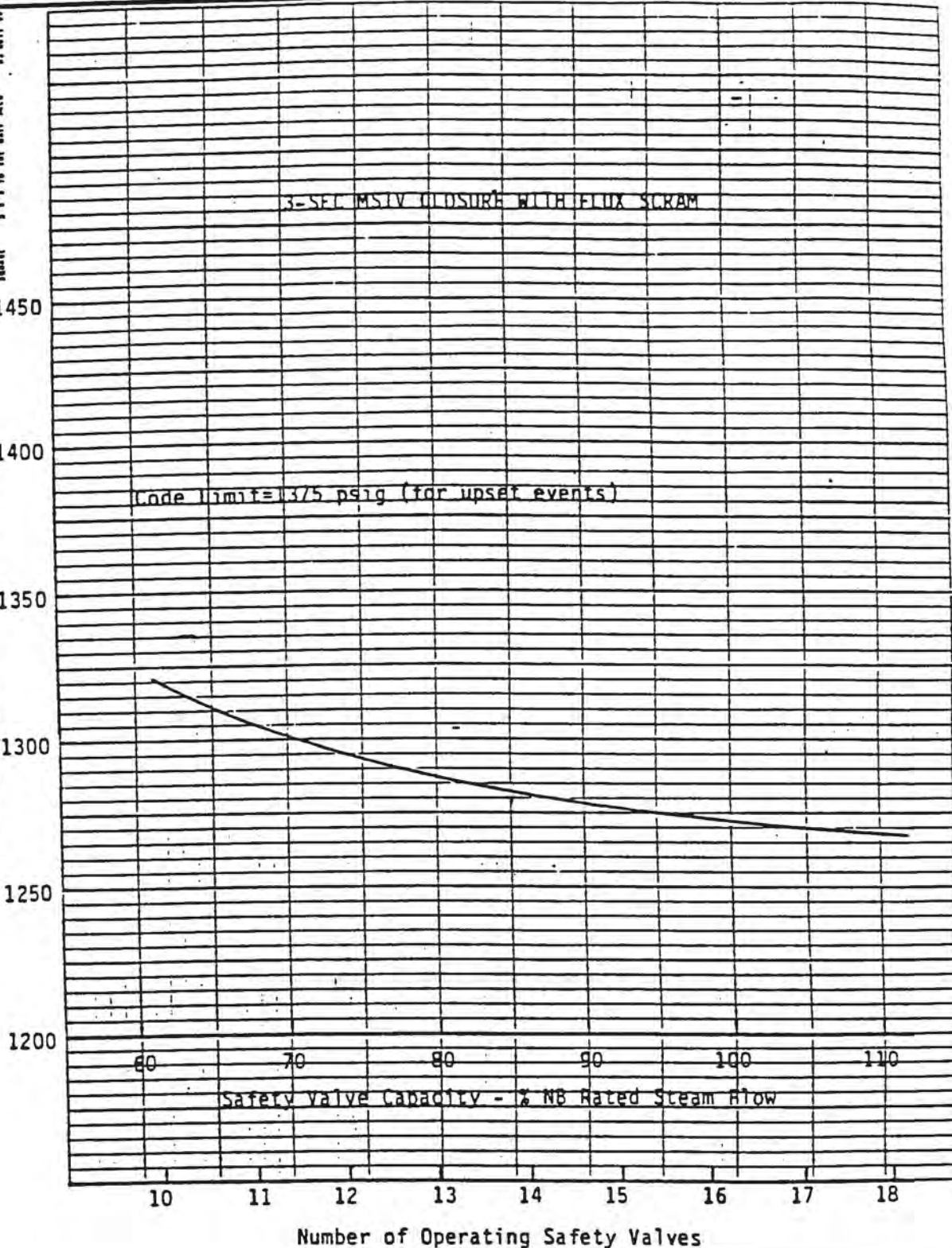
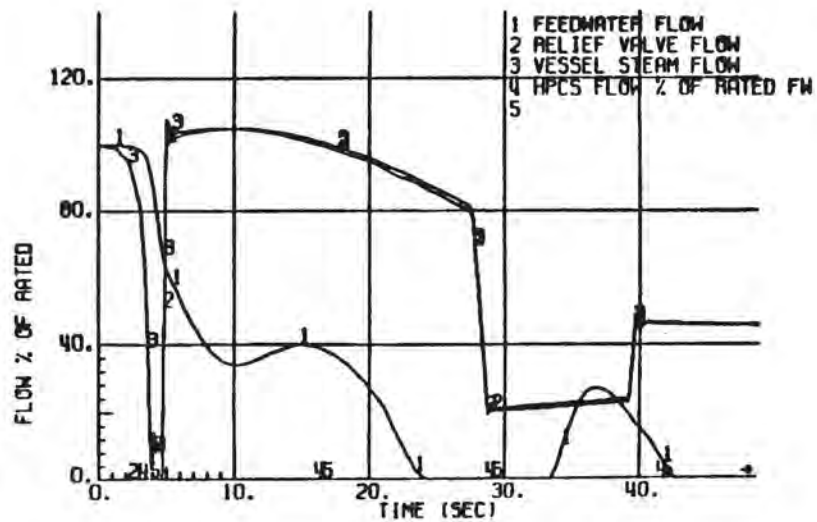
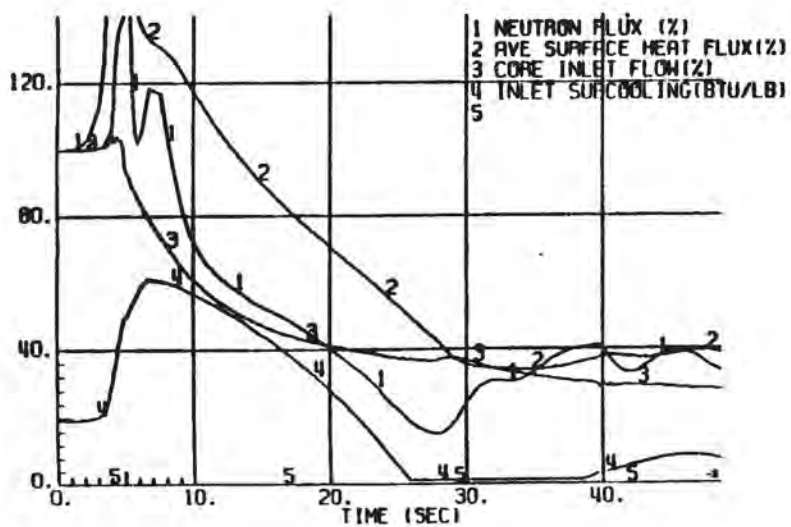
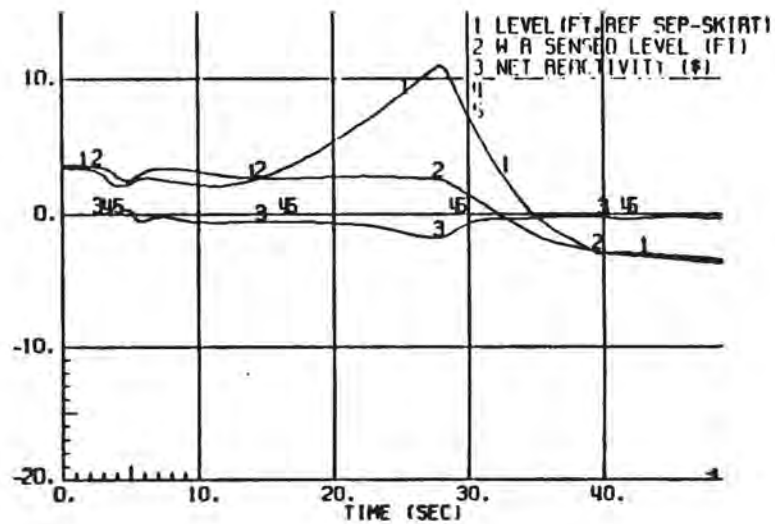
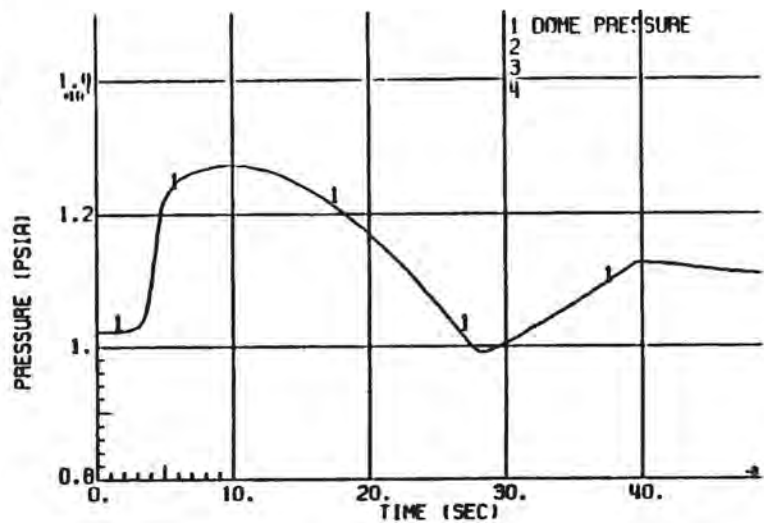


FIGURE 15C-1

**PEAK VESSEL PRESSURE
VERSUS
SAFETY CAPACITY**

**NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
UPDATED SAFETY ANALYSIS REPORT**

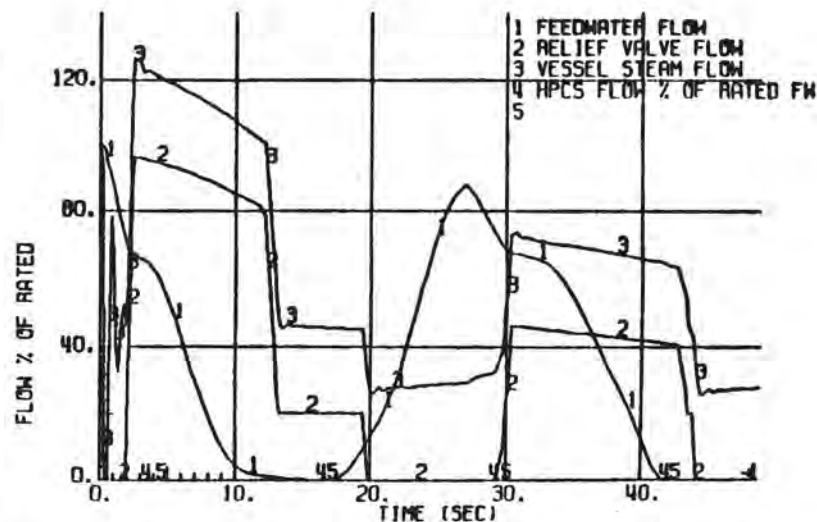
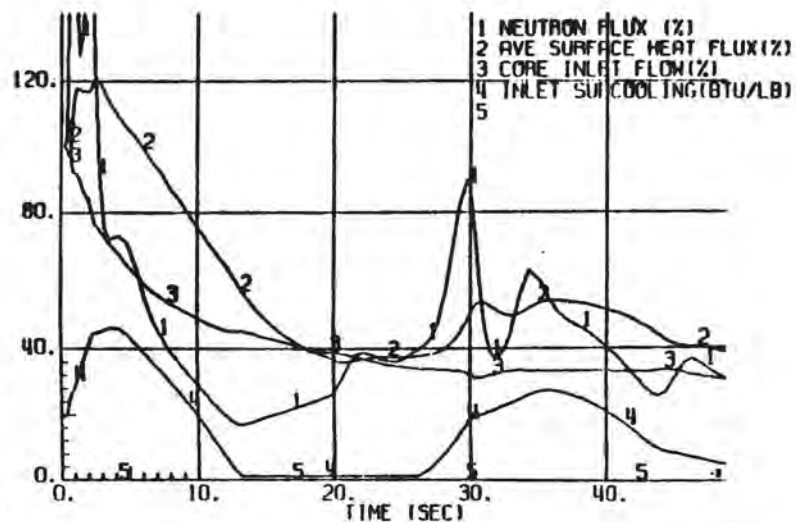
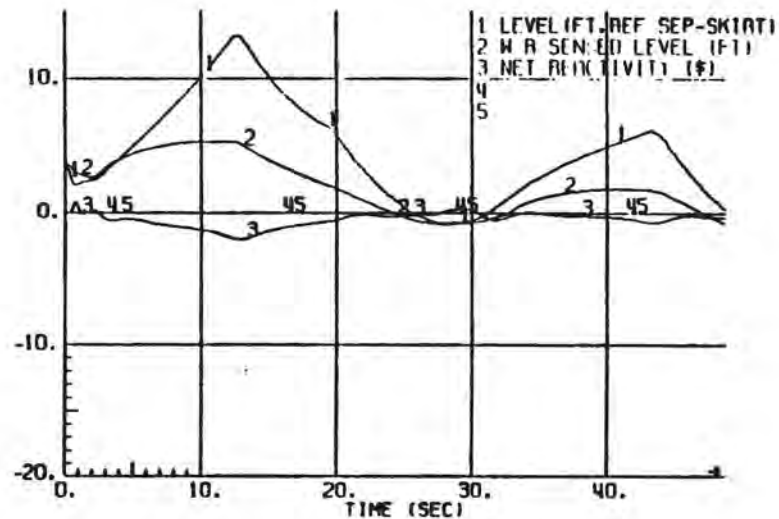
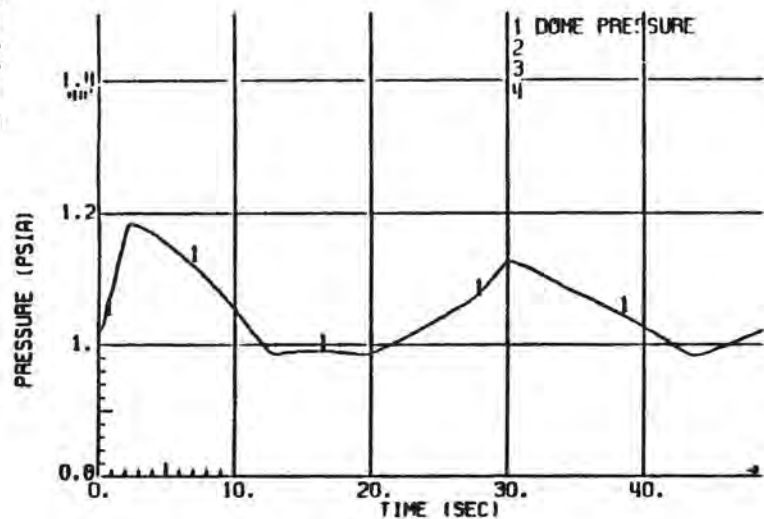
NOTE: Cycle-specific information is presented in
Appendix A, Section A.5



NMP2 ATWS
EQUIPMENT OUT OF SERVICE

MSIV CLOSURE
TWO SRVs UNAVAILABLE

Nine Mile Point Unit 2 FSAR



NMP2 ATWS
EQUIPMENT OUT OF SERVICE

TURBINE TRIP
TWO SRVs UNAVAILABLE

Nine Mile Point Unit 2 FSAR

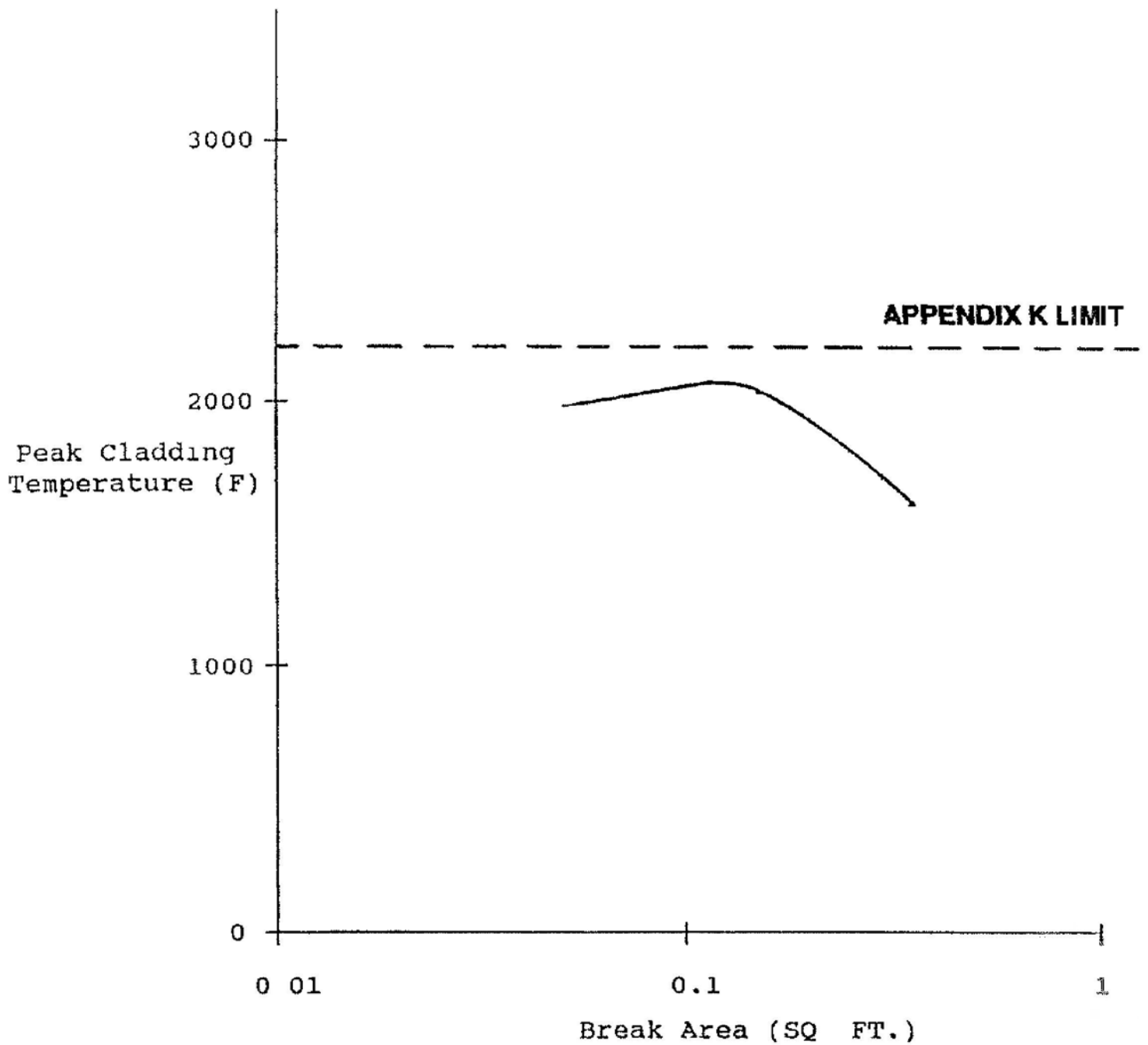
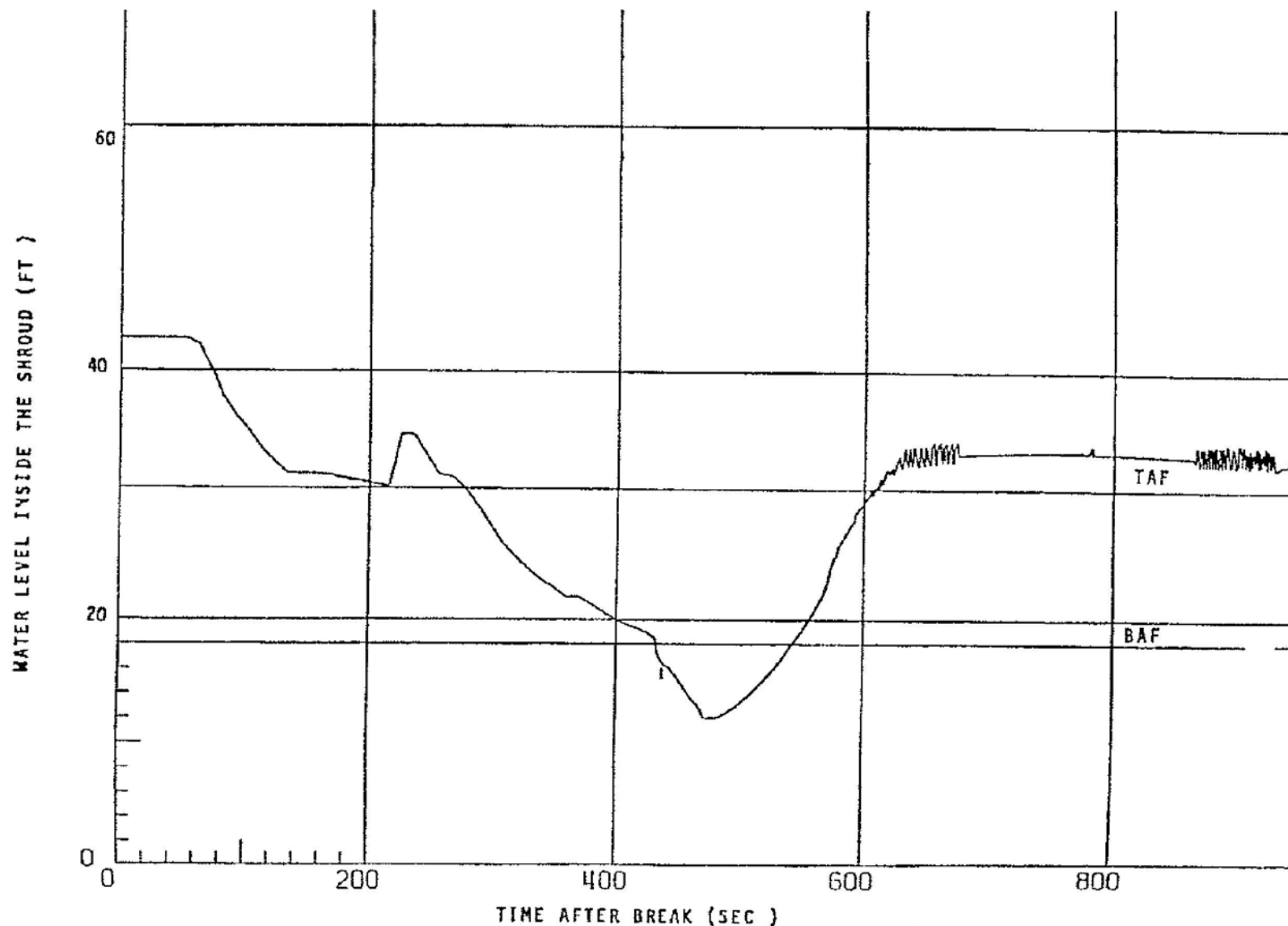


FIGURE: 15C-4

PEAK CLADDING TEMPERATURE VERSUS
BREAK AREA HPCS LINE BREAK,
LPCI DIESEL GENERATOR FAILURE WITH
2 ADS VALVES OUT OF SERVICE

NINE MILE POINT
NUCLEAR STATION - UNIT 2
SCRIBA, N.Y.
UPDATED SAFETY ANALYSIS REPORT

NOTE: "Results from initial LOCA analysis.
Cycle-specific information is presented
in Appendix A"

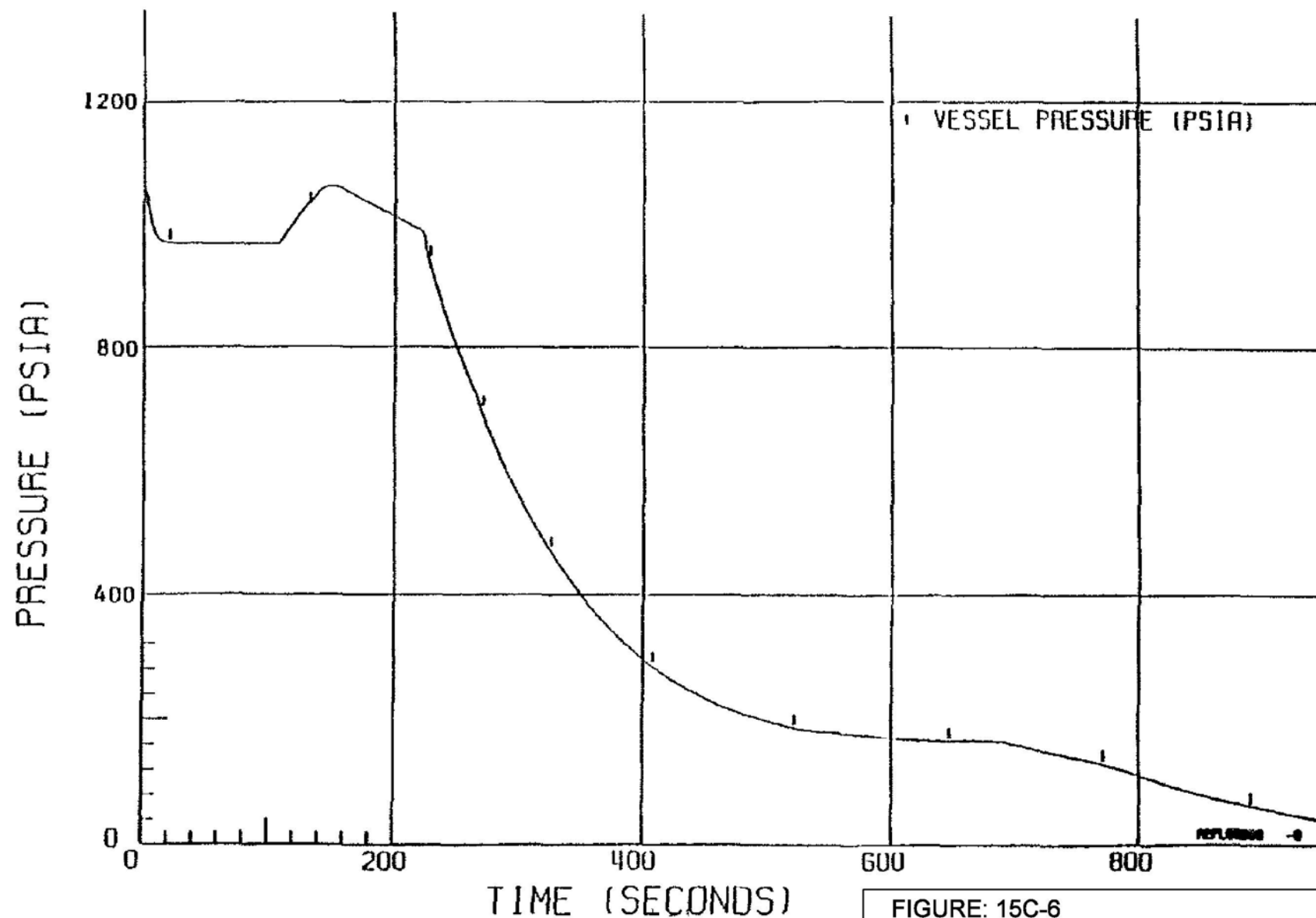


NOTE: "Results from initial LOCA analysis. Cycle-specific information is presented in Appendix A"

FIGURE: 15C-5

WATER LEVEL INSIDE THE SHROUD VERSUS
TIME AFTER BREAK 0.11 SQ.FT. HPCS LINE
BREAK, LPCS DIESEL GENERATOR FAILURE
WITH 2 ADS VALVES OUT-OF-SERVICE.

NINE MILE POINT
NUCLEAR STATION - UNIT 2
SCRIBA, N.Y.
UPDATED SAFETY ANALYSIS REPORT

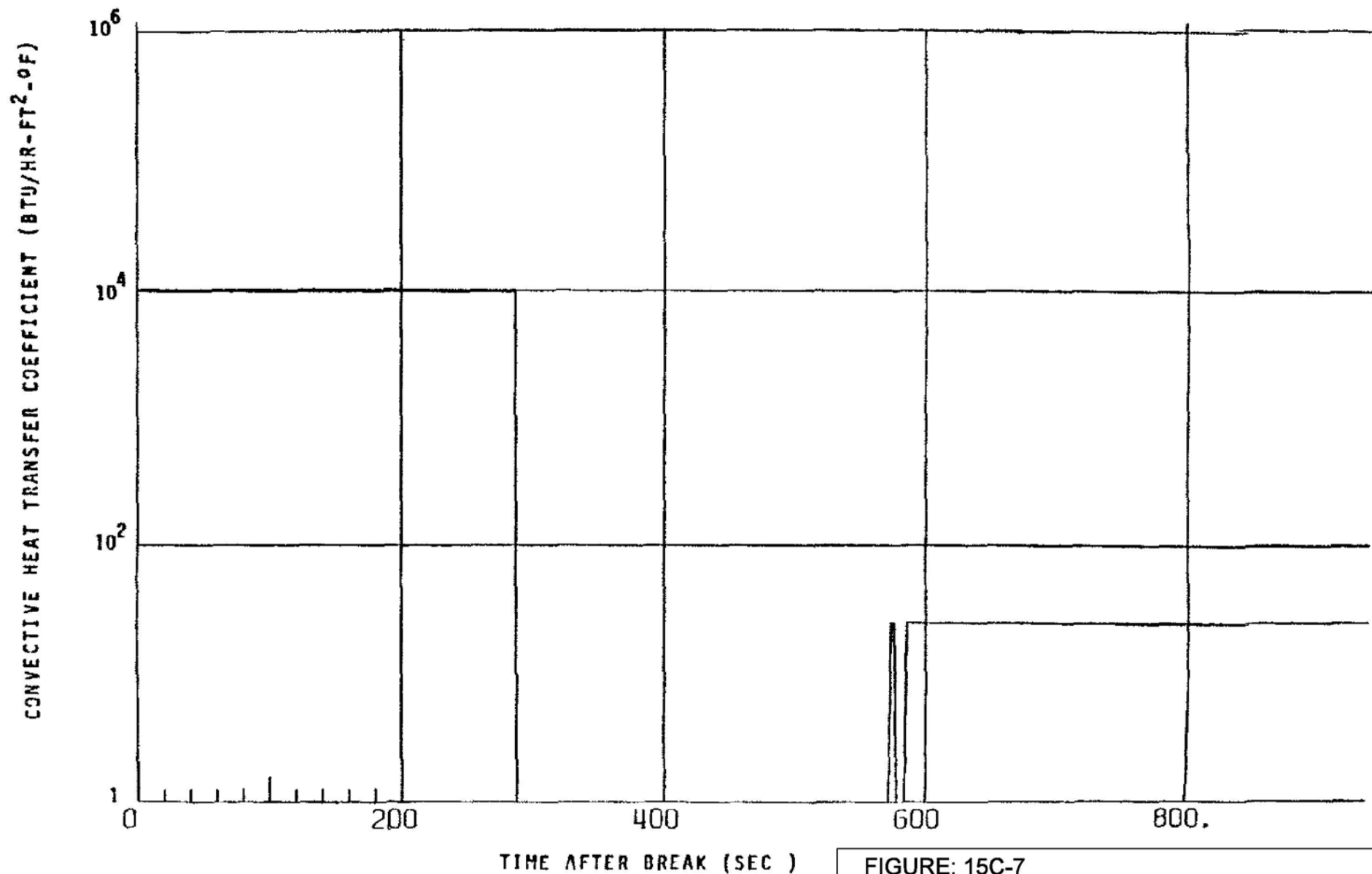


NOTE: "Results from initial LOCA analysis. Cycle-specific information is presented in Appendix A"

FIGURE: 15C-6

REACTOR VESSEL PRESSURE VERSUS
TIME AFTER BREAK 0.11 SQ.FT. HPCS LINE
BREAK, LPCS DIESEL GENERATOR FAILURE
WITH 2 ADS VALVES OUT-OF-SERVICE.

NINE MILE POINT
NUCLEAR STATION - UNIT 2
SCRIBA, N.Y.
UPDATED SAFETY ANALYSIS REPORT



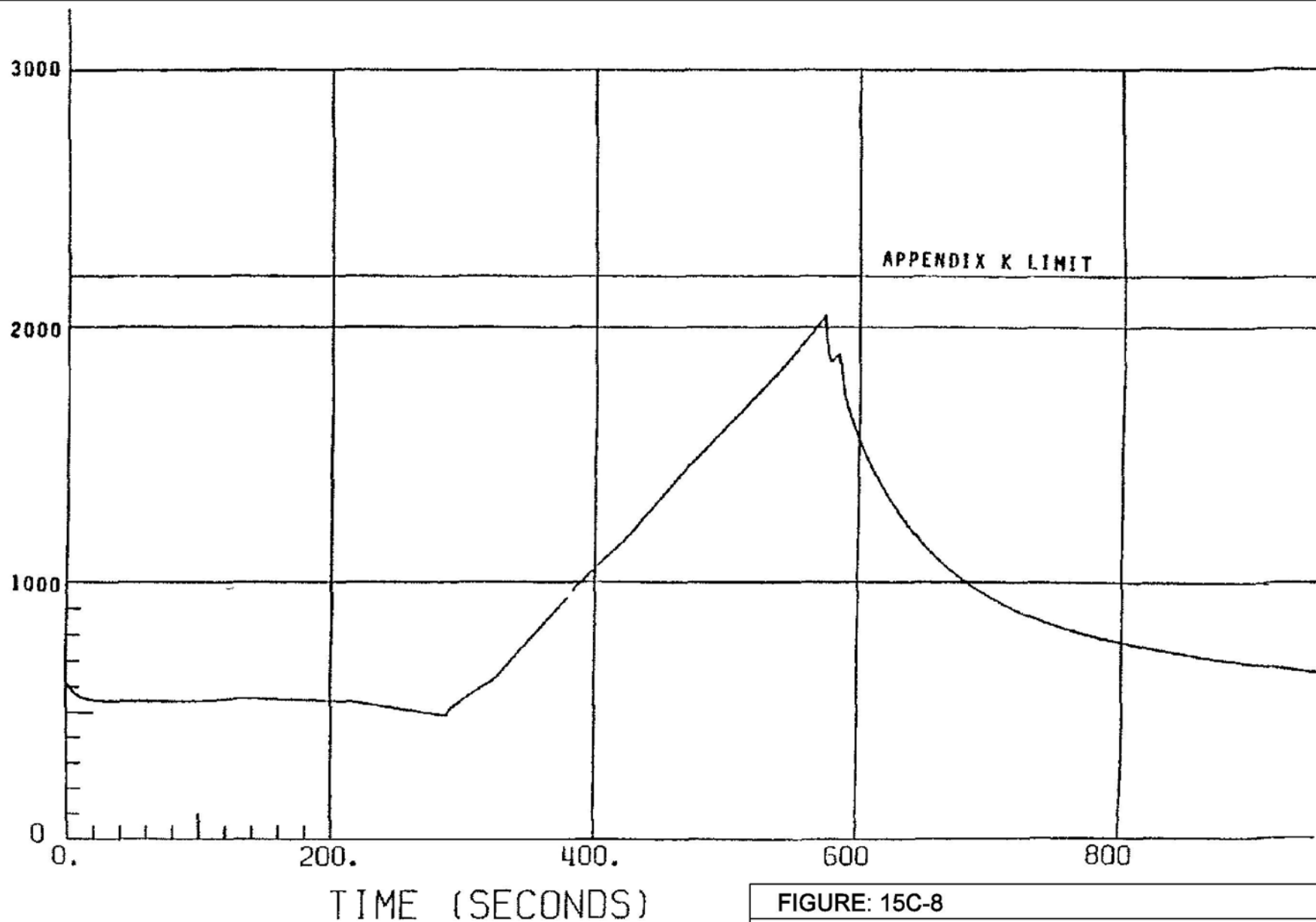
NOTE: "Results from initial LOCA analysis. Cycle-specific information is presented in Appendix A"

FIGURE: 15C-7

CONVECTIVE HEAT TRANSFER COEFFICIENT
VERSUS TIME AFTER BREAK 0.11 SQ.FT. HPCS
LINE BREAK, LPCS DIESEL GENERATOR FAILURE
WITH 2 ADS VALVES OUT-OF-SERVICE.

NINE MILE POINT
NUCLEAR STATION - UNIT 2
SCRIBA, N.Y.
UPDATED SAFETY ANALYSIS REPORT

PEAK CLADDING TEMPERATURE (°F)

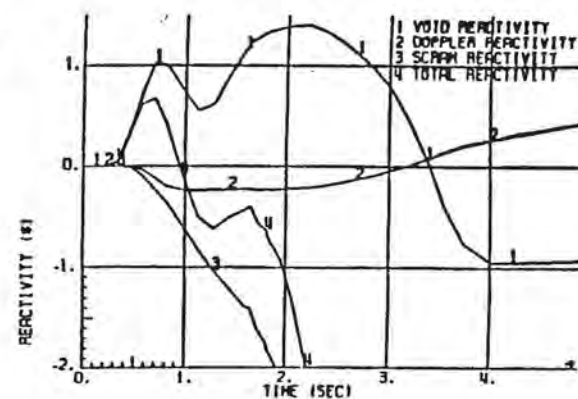
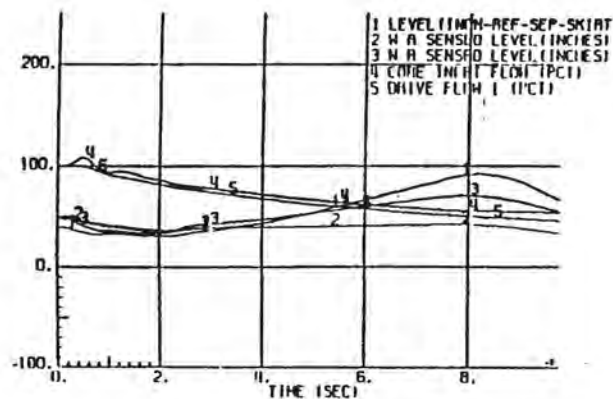
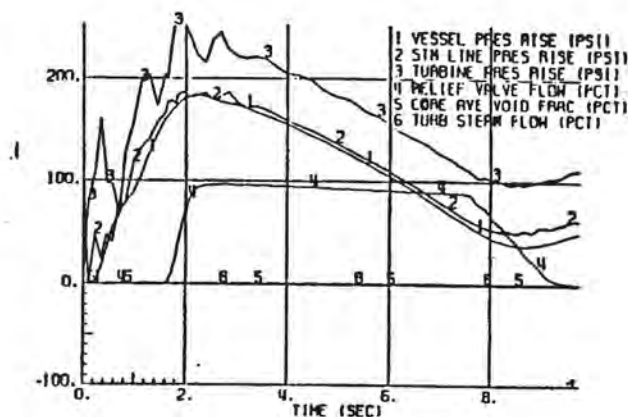
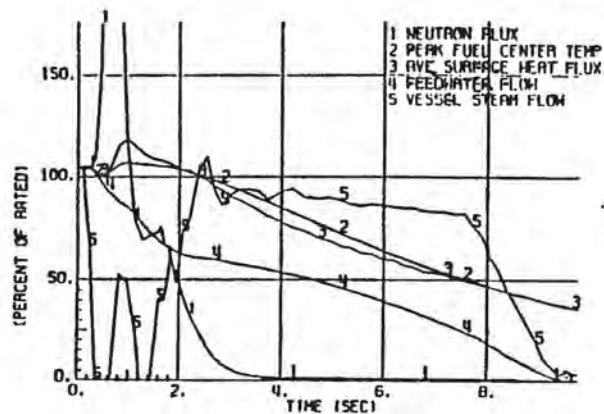


NOTE: "Results from initial LOCA analysis. Cycle-specific information is presented in Appendix A"

FIGURE: 15C-8

PEAK CLADDING TEMPERATURE VERSUS TIME
AFTER BREAK (BP/P8X8R FUEL) 0.11 SQ.FT HPCS
LINE BREAK, LPCS DIESEL GENERATOR FAILURE
WITH 2 ADS VALVES OUT-OF-SERVICE

NINE MILE POINT
NUCLEAR STATION - UNIT 2
SCRIBA, N.Y.
UPDATED SAFETY ANALYSIS REPORT



NOTE: Cycle-specific information is presented in Appendix A

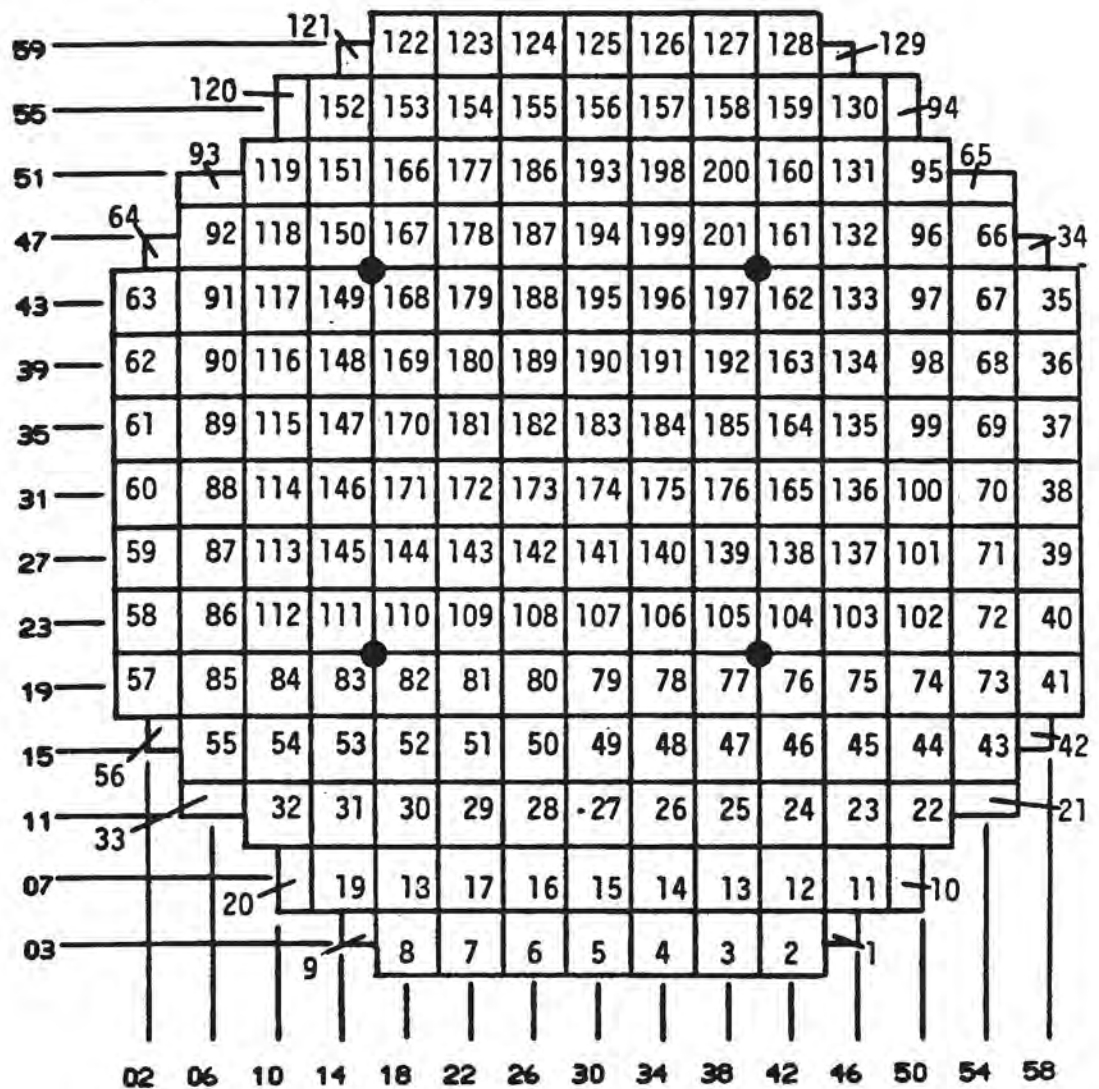
FIGURE 15C-9

**GENERATOR LOAD REJECTION WITH
BYPASS FAILURE AND
2 SRV OUT-OF-SERVICE**

NIAGARA MOHAWK POWER CORPORATION
NINE MILE POINT - UNIT 2
UPDATED SAFETY ANALYSIS REPORT

Nine Mile Point Unit 2 FSAR

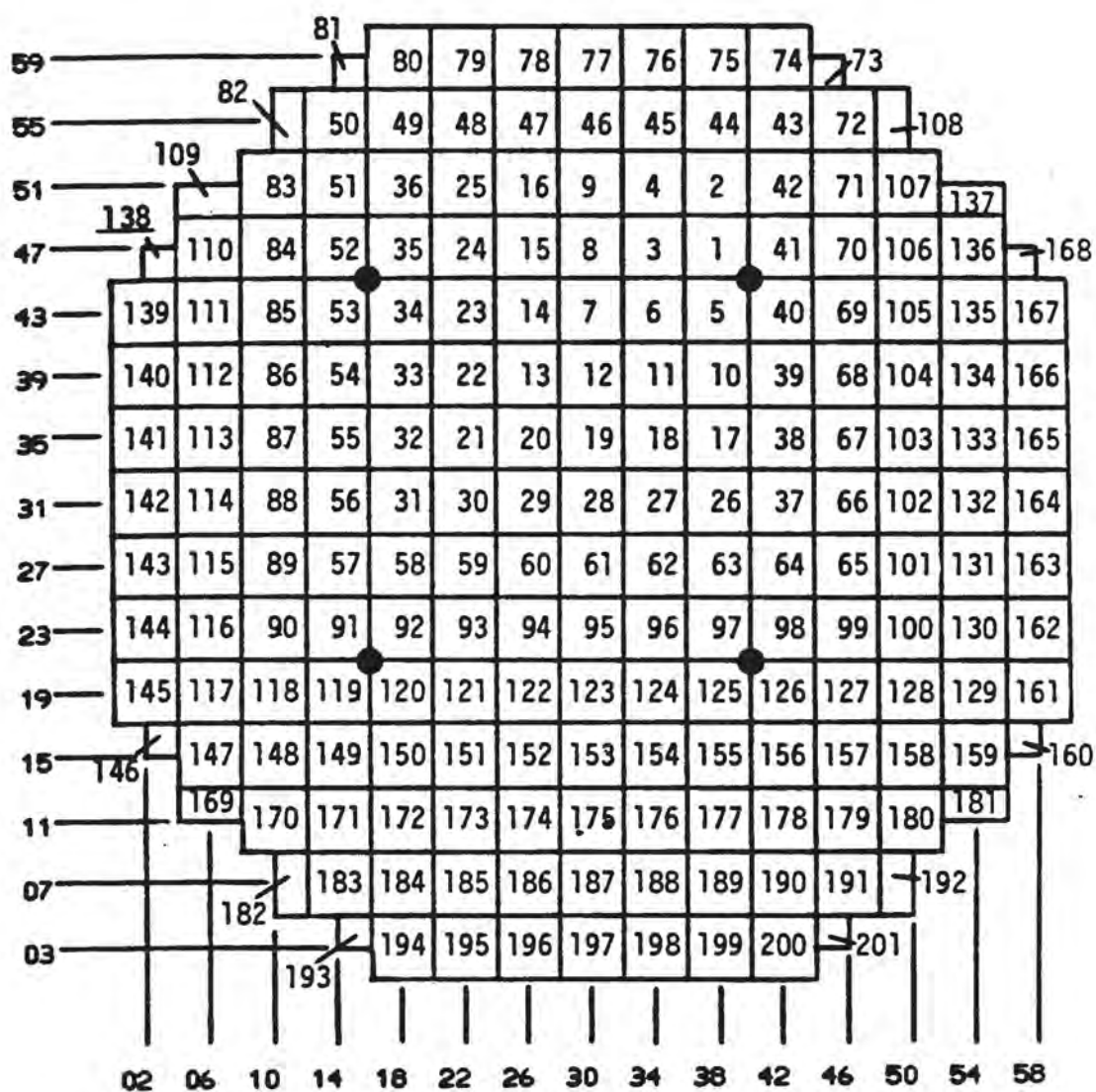
Figure 15E.3-1 - Core Offload Sequence Map



● = SRM Detector Location

Nine Mile Point Unit 2 FSAR

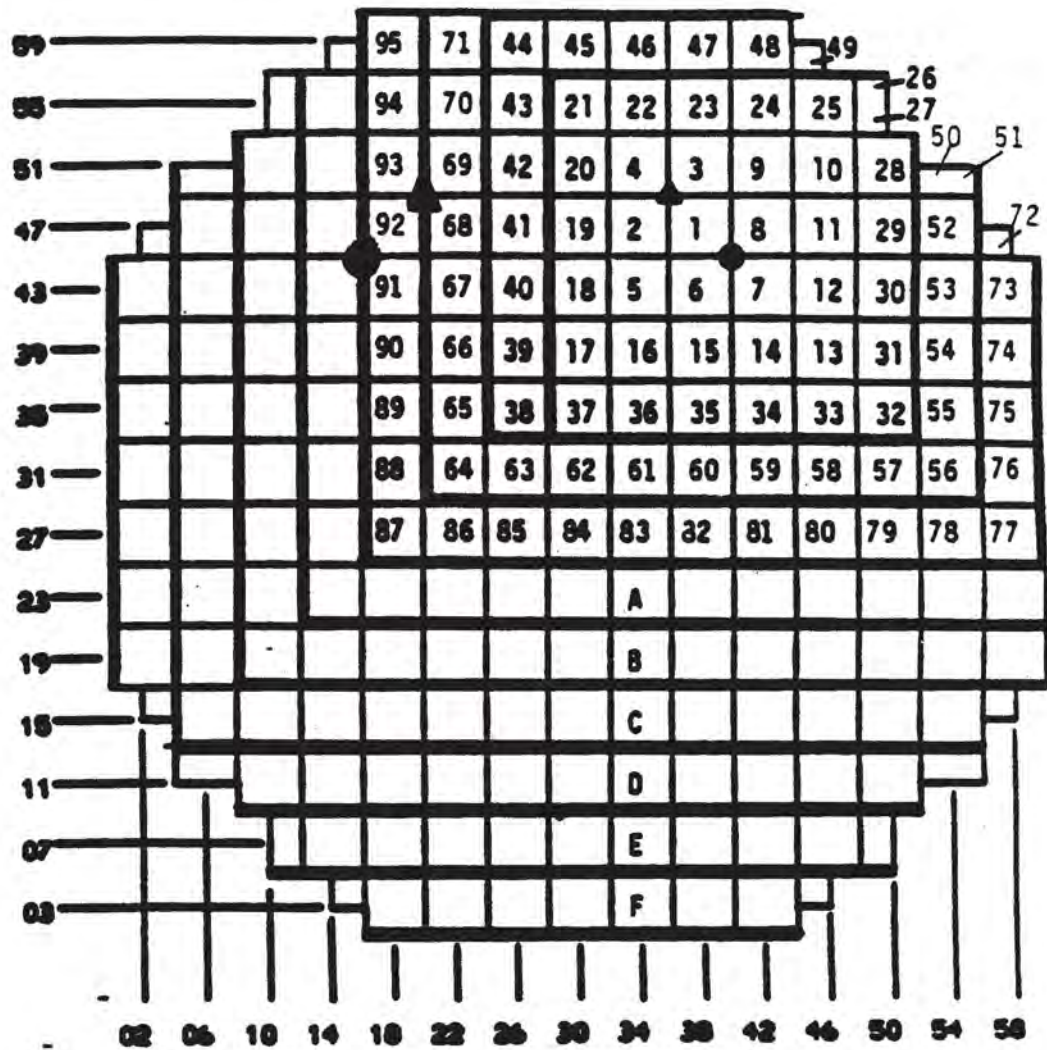
Figure 15E.3-2 - Core Reload Sequence Map



● = SRM Detector Locations

Nine Mile Point Unit 2 FSAR

Figure 15E.3-3 - Initial Core Fuel Loading Sequence



▲ = Alternate Source Location
 ● = SRM Detector Locations
 A-F = Loading Regions

Figure 15E.3-4 - SRM Count Rate Estimate
Startup Test Data

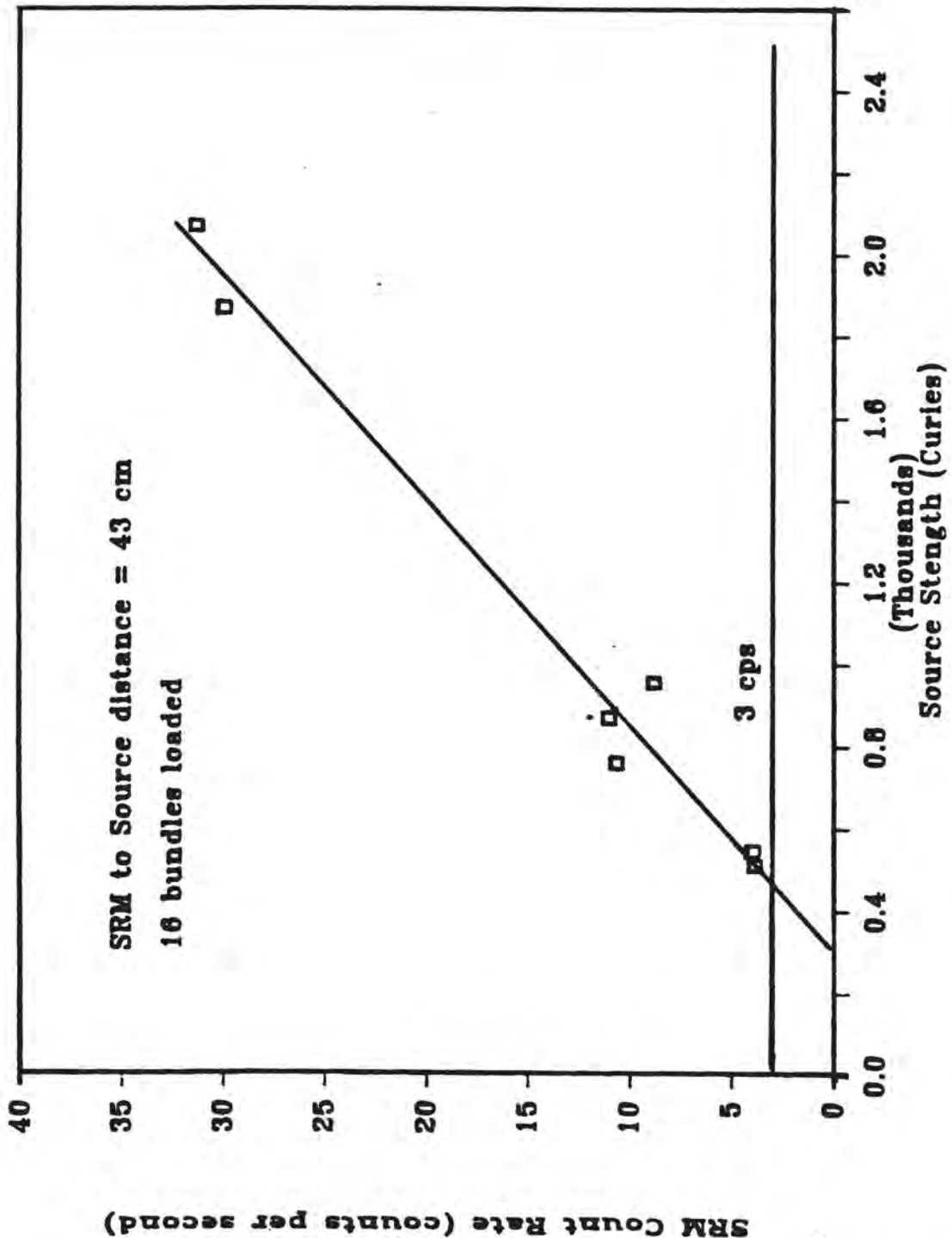
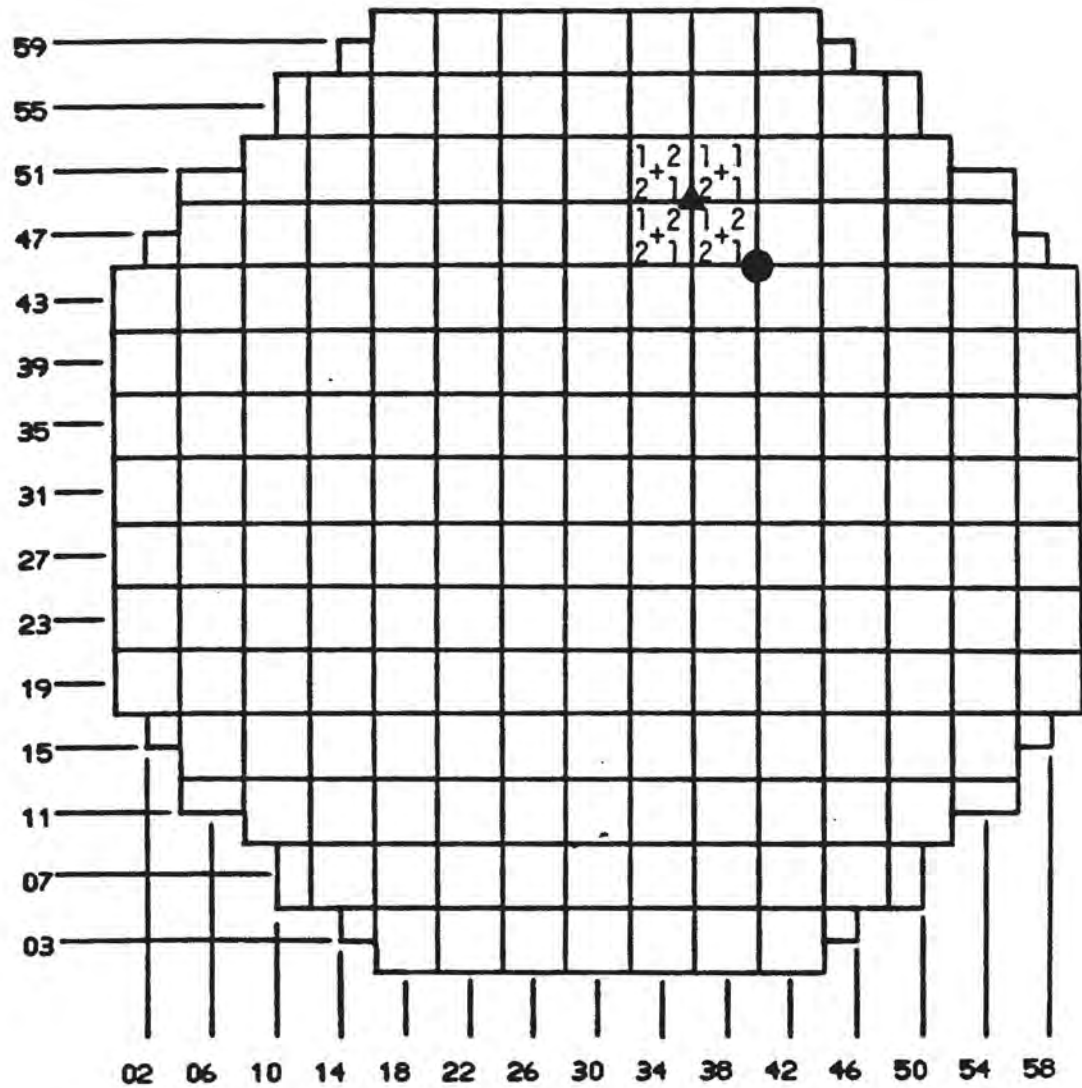
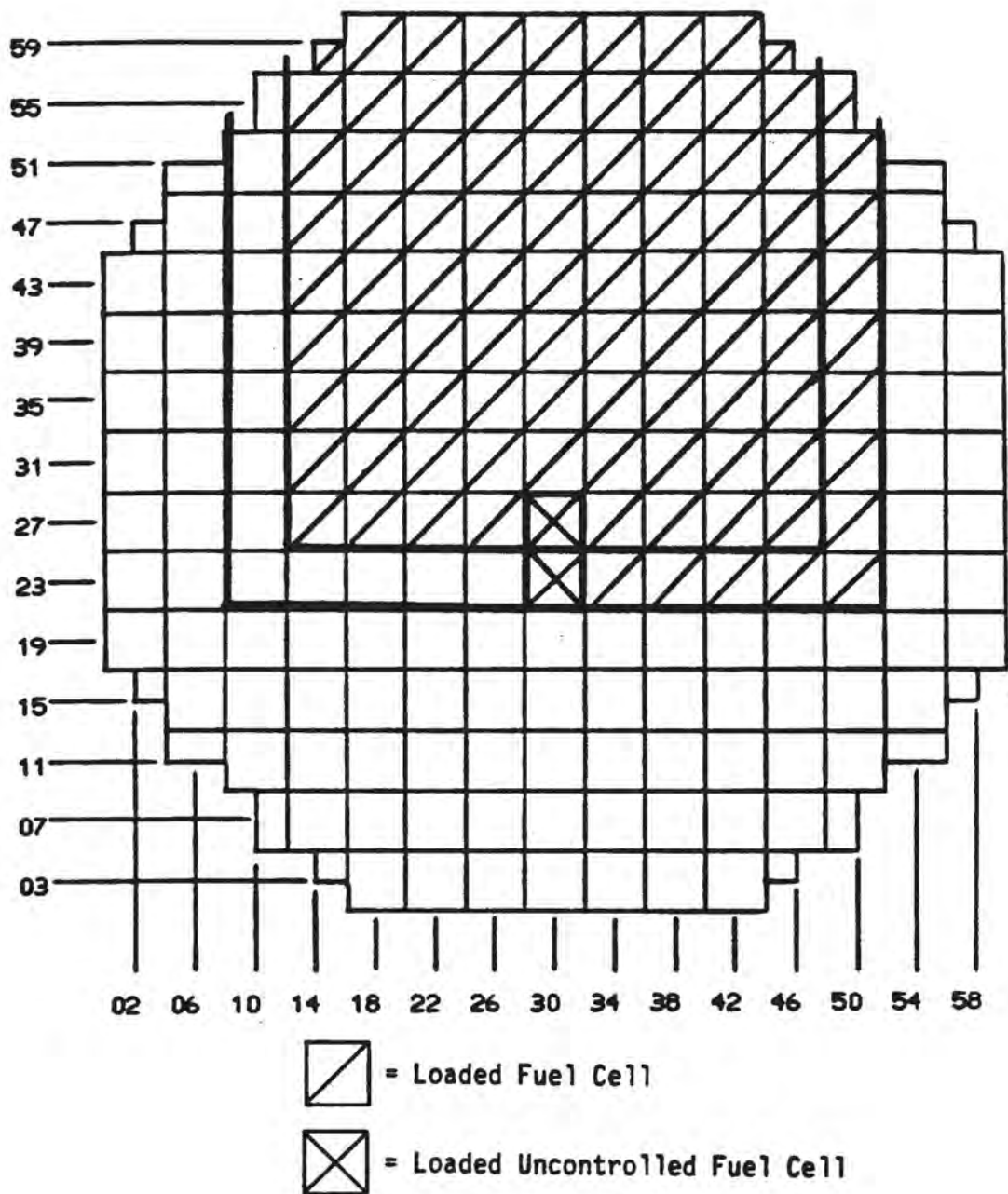


Figure 15E.3-5 - Initial 16 Bundle Fuel Loading



- = SRM Detector Location
- ▲ = Alternate Source Location
- 1 = High $\bar{e}$ fuel assembly (8CIB219-4GDZ-100M-150)
- 2 = Medium $\bar{e}$ fuel assembly (8CIB176-4GDZ-100M-150)

Figure 15E.4-1
Adjacent Loaded Uncontrolled Cells in Different Batches



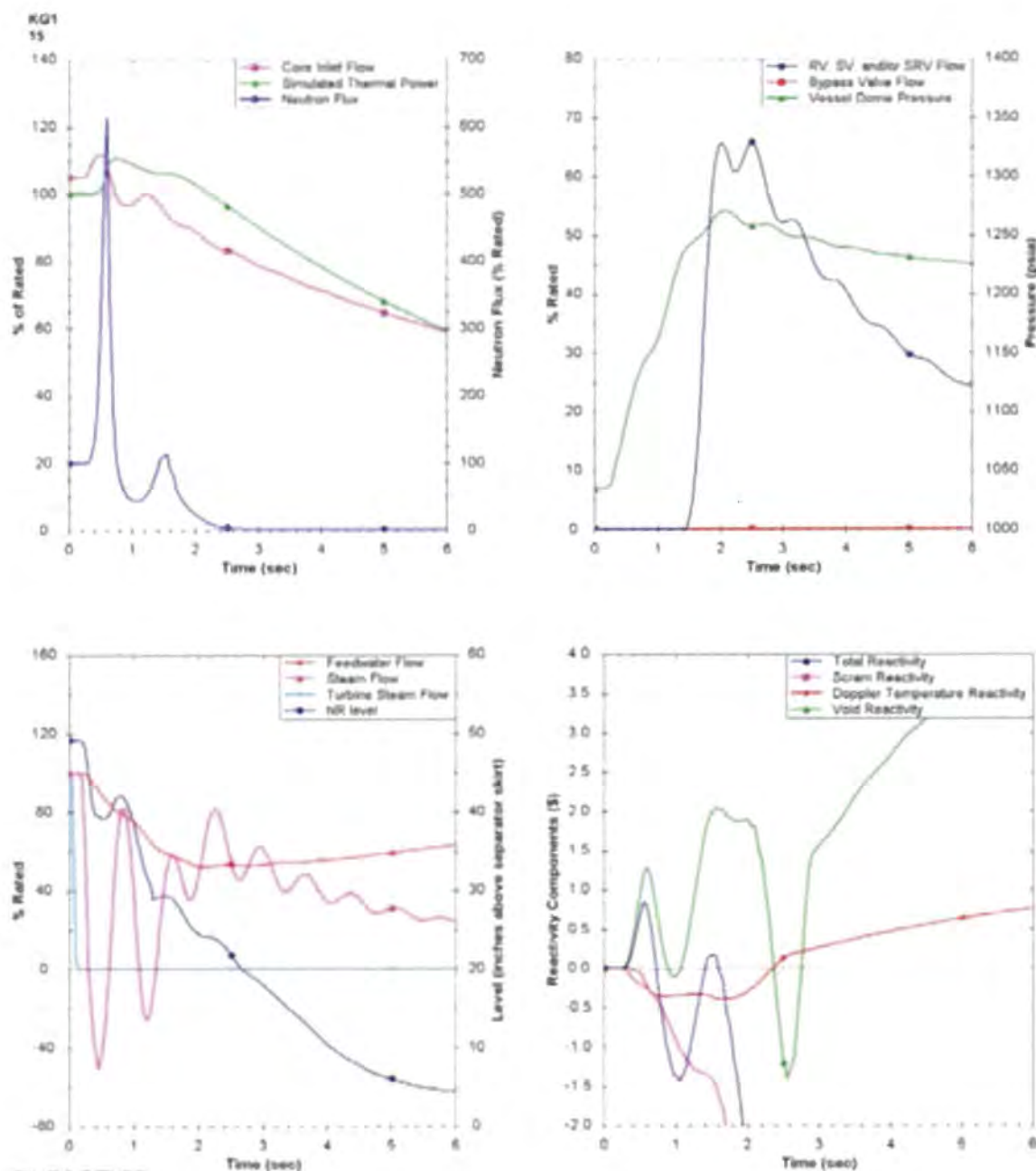


FIGURE: 15G-4

**PLANT RESPONSE TO TURBINE
TRIP WITH BYPASS FAILURE AT
100% POWER, 105% FLOW-EOC**

**NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT**

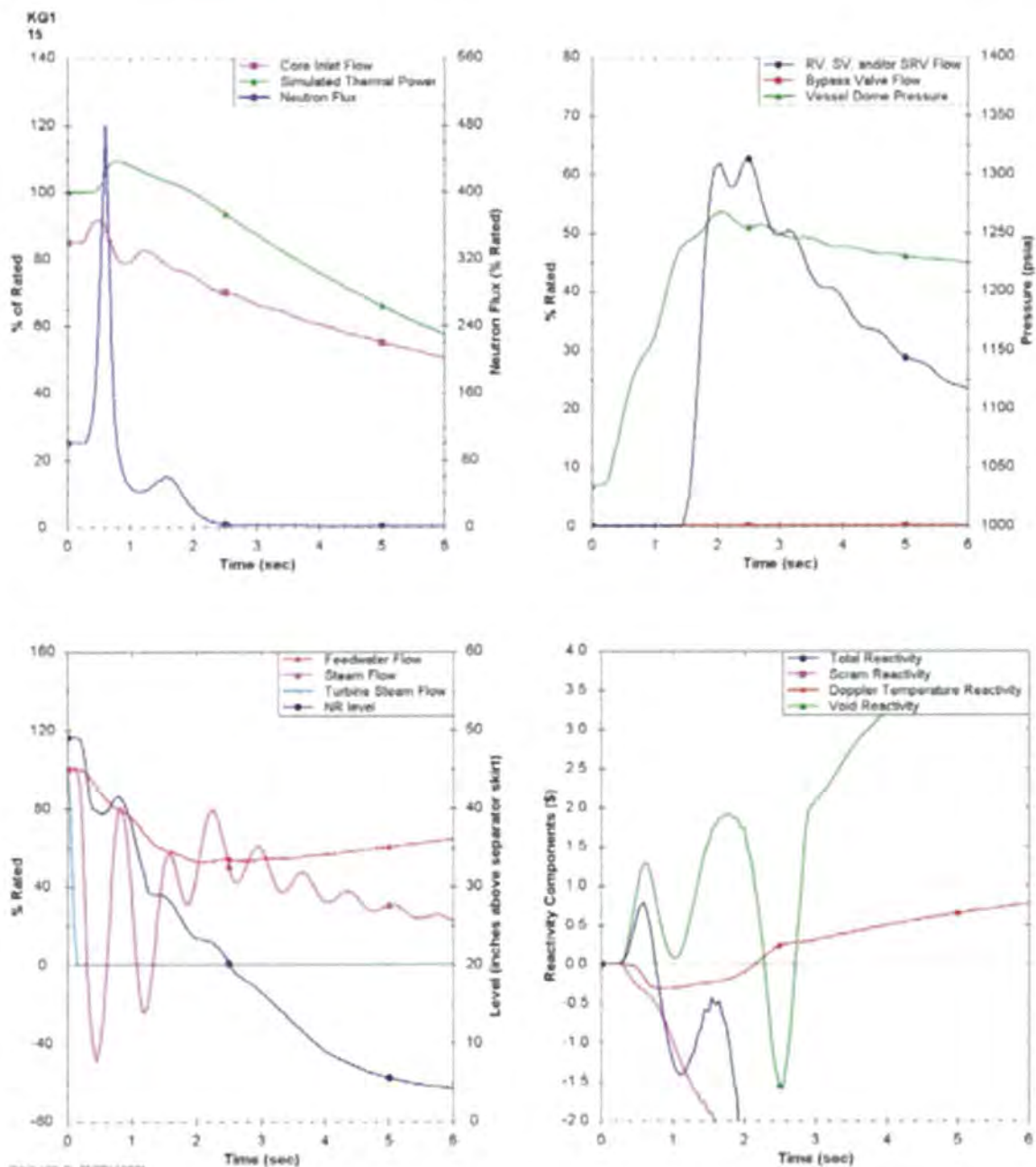


FIGURE 15G-5

**PLANT RESPONSE TO LOAD
REDUCTION WITH BYPASS FAILURE
AT 100% POWER, 85% FLOW-EOC**

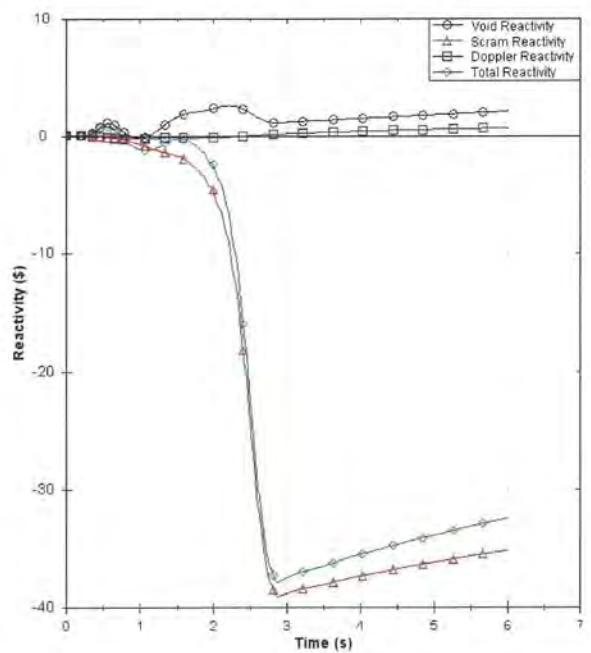
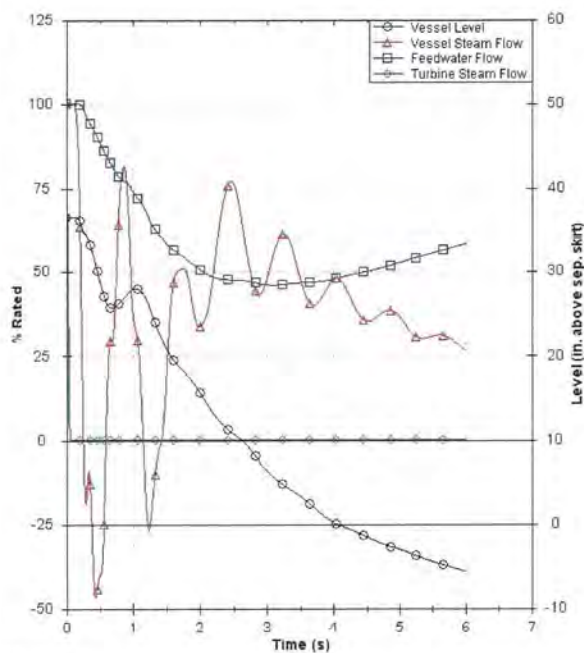
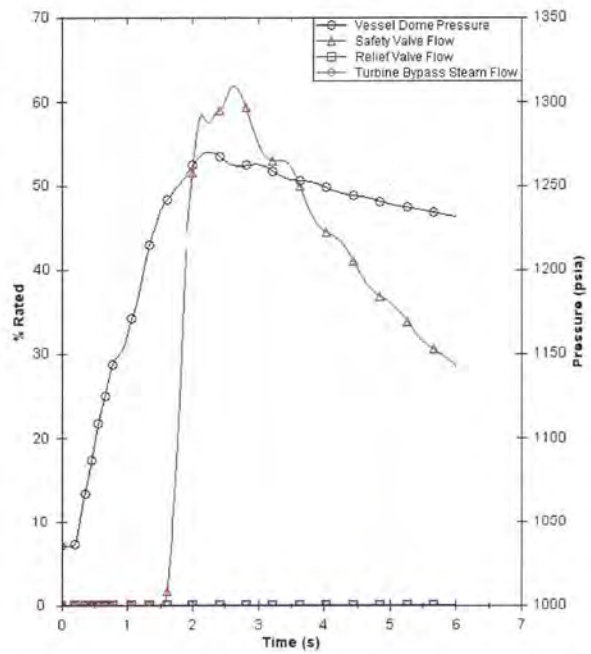
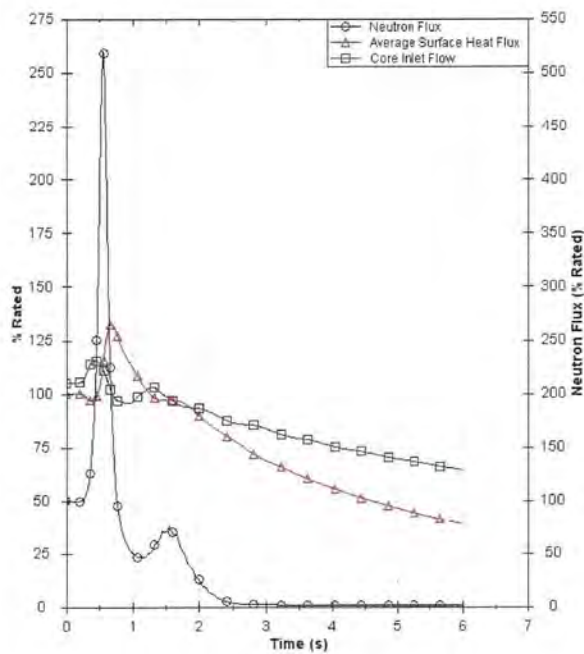
**NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT**

LIMITING EVENT IS
SHOWN IN FIG. 15G-4

FIGURE: 15G-3

PLANT RESPONSE TO TURBINE
TRIP WITH BYPASS FAILURE AT
100% POWER, 85% FLOW-EOC

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT



FID 50163

FIGURE: 15G-6

PLANT RESPONSE TO LOAD
REJECTION WITH BYPASS FAILURE
AT 100% POWER, 105% FLOW

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

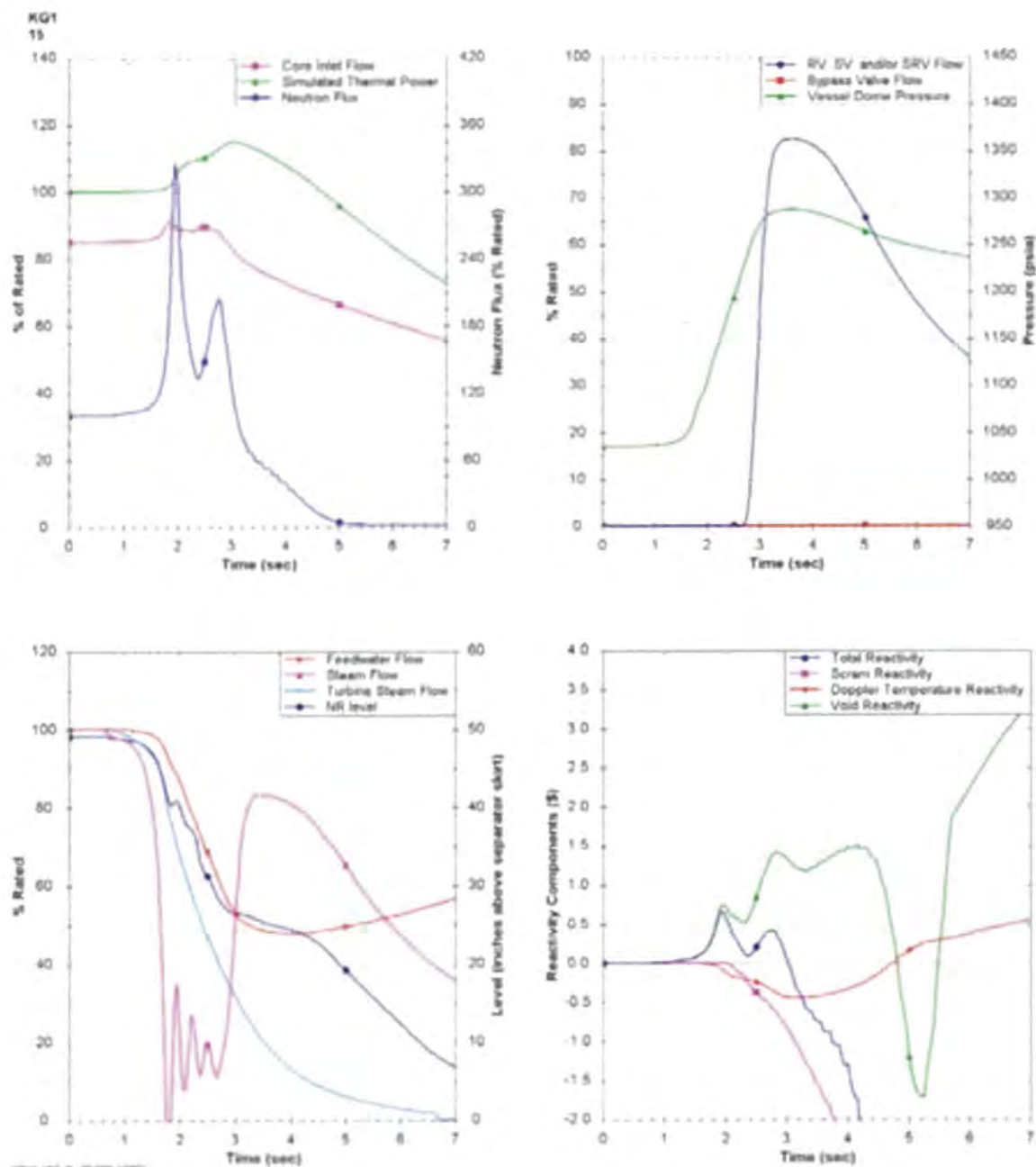


FIGURE: 15G-7

PLANT RESPONSE TO MSIV
CLOSURE WITH FLUX SCRAM AT
102% POWER, 85% FLOW

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

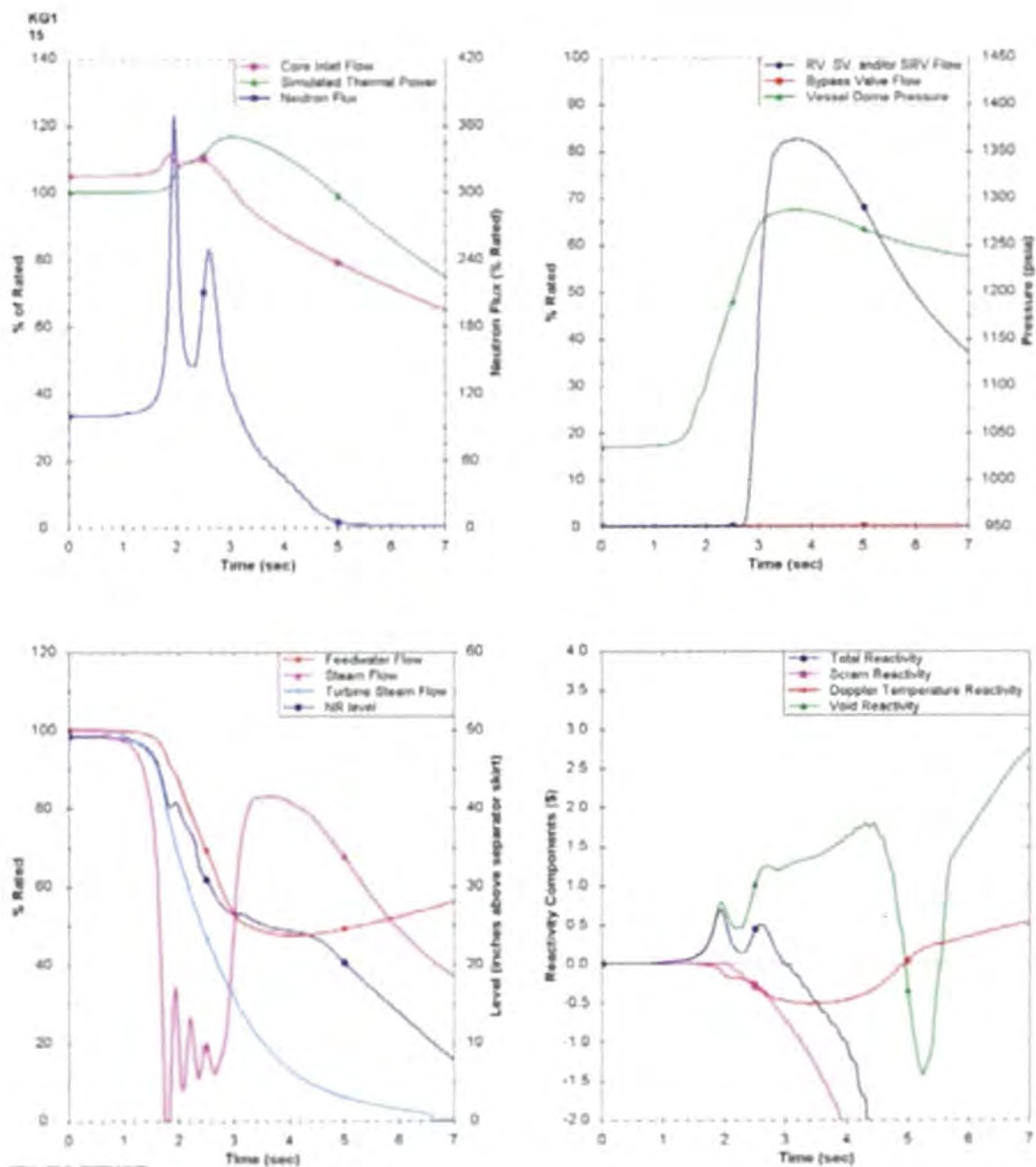


FIGURE: 15G-8

PLANT RESPONSE TO MSIV
CLOSURE WITH FLUX SCRAM AT
102% POWER, 105% FLOW

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

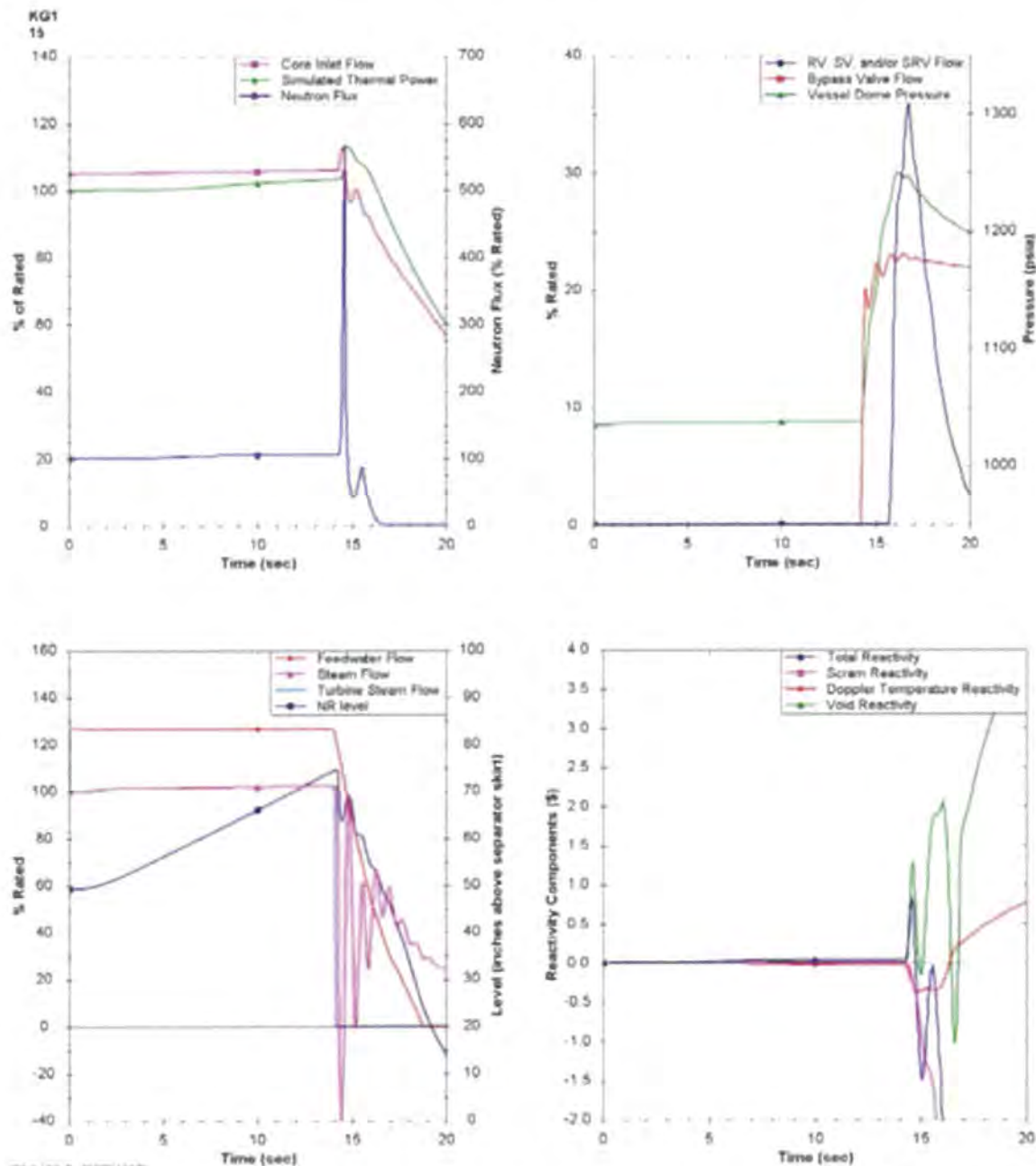


FIGURE: 15G-2

PLANT RESPONSE TO FEEDWATER
CONTROLLER FAILURE AT
100% POWER, 105% FLOW-EOC

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT

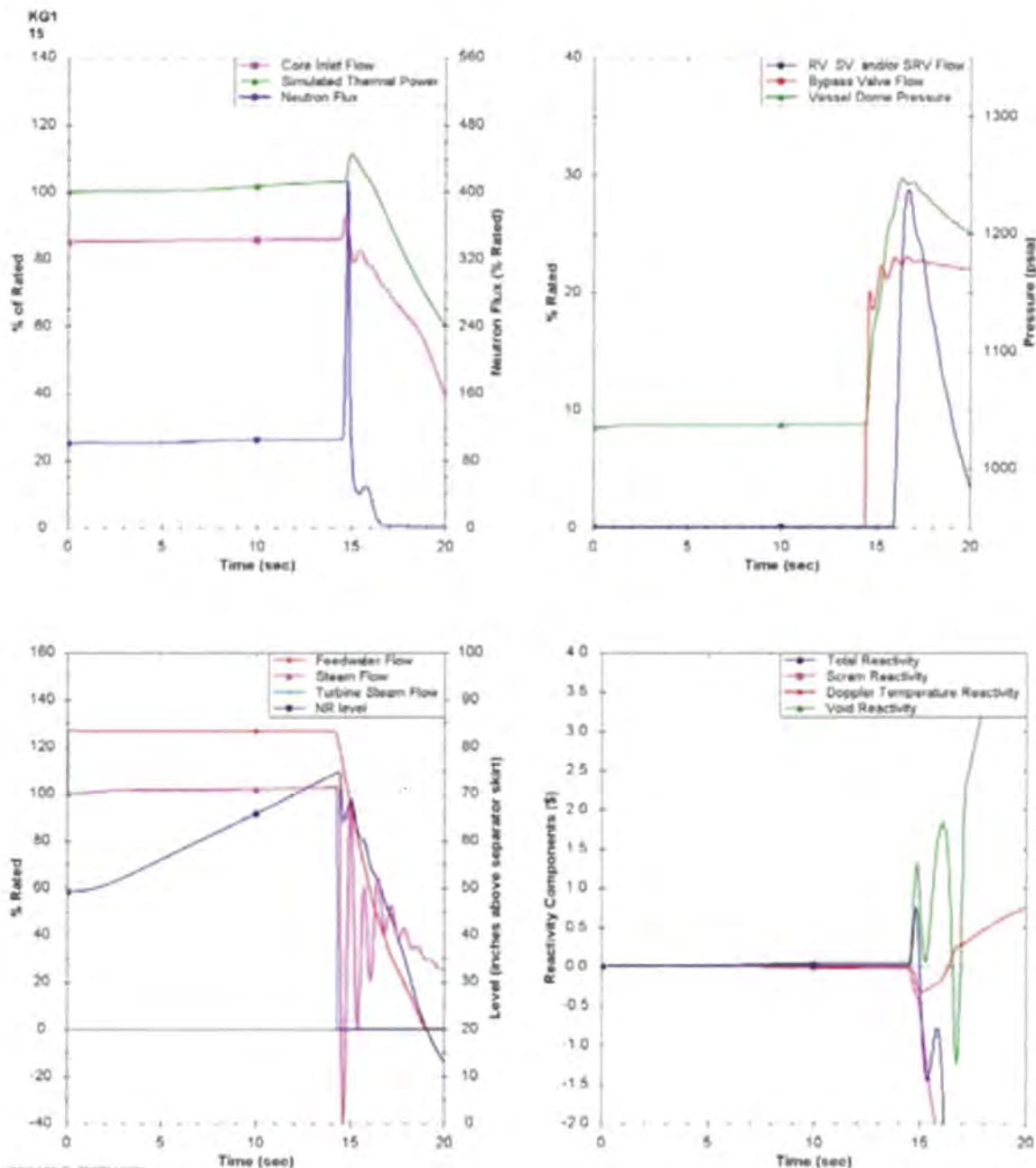


FIGURE: 15G-1

PLANT RESPONSE TO FEEDWATER
CONTROLLER FAILURE AT
100% POWER 85% FLOW-EOC

NINE MILE POINT-UNIT 2
UPDATED SAFETY ANALYSIS REPORT