NIAGARA MOHAWK

NIAGARA MOHAWK POWER CORPORATION/300 ERIE BOULEVARD WEST, SYRACUSE, N.Y. 13202/TELEPHONE (315) 474-1511

CENTRAL FILES

May 12, 1980

Office of Inspection and Enforcement
Region I
Attn: Mr. Boyce H. Grier, Director
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

Dear Mr. Grier:

Re: Nine Mile Point Unit 1
Docket 50-220
DPR-63

Inspection and Enforcement Bulletin 80-06 requested information regarding Engineered Safety Feature (ESF) Reset Controls at Nine Mile Point Unit 1. The attachment to this letter responds to the actions of that bulletin.

The information contained in the attachment to this letter demonstrates that continued operation of Nine Mile Point Unit 1 does not present an undue safety hazard to the public.

Very truly yours,

NIAGARA MOHAWK POWER CORPORATION

Thomas E. Lempges
Vice President - Nuclear Generation

MGM:jk
Attachment
xc: NRC Office of Inspection and Enforcement
Washington, D. C. 20555

8006020462

State of New York )

County of Onondaga ) ss:

THOMAS E. LEMPGES, being duly sworn, says:

I am Vice President, Nuclear Generation of Niagara Mohawk Power Corporation. I have read the foregoing letter and the facts contained in the letter and attached are true to the best of my knowledge, information and belief.

Thomas E. Lempges

Thomas E. Lempges

Sworn to before me on this
13th day of May, 1980

Cynthia A. Petta
NOTARY PUBLIC

CYNTHIA A. PETTA
Notary Public in the State of New York
Qualified In Onondaga Co. No. 4682225
My Commission Expires March 30, 1982

NINE MILE POINT UNIT 1
RESPONSE TO
INSPECTION AND ENFORCEMENT BULLETIN 80-06

1. Question

Review the drawings for all systems serving safety-related functions at the schematic level to determine whether or not upon the reset of an ESF actuation signal, all associated safety-related equipment remains in its emergency mode.

Response

A review of wiring diagrams of all systems serving safety related functions at Nine Mile Point Unit 1 has been performed. The results of that review indicate that all safety related equipment remains in the emergency mode upon reset of an ESF actuation signal.

2. Question

Verify the actual installed instrumentation and controls at the facility are consistent with the schematics reviewed in Item 1 above by conducting a test to demonstrate that all equipment remains in its emergency mode upon removal of the actuating signal and/or manual resetting of the various isolating or actuation signals. Provide a schedule for the performance of the testing in your response to this Bulletin.

Response

Testing will be performed at Nine Mile Point Unit 1 during the spring 1981 refueling outage to verify that all instrumentation and controls serving safety related functions are consistent with the review conducted for Item 1 above.

3. Question

If any safety-related equipment does not remain in its emergency mode upon reset of an ESF signal at your facility, describe proposed system modification, design change, or other corrective action planned to resolve the problem.

Response

All safety related equipment at Nine Mile Point Unit 1 remains in emergency mode upon reset of an engineered safeguard signal.