

ATTACHMENT A

NIAGARA MOHAWK POWER CORPORATION

LICENSE NO. DPR-63

DOCKET NO. 50-220

Proposed Changes to Technical Specifications (Appendix A)

Replace the existing pages 226 and 227 with the attached revised pages (226, 226a and 227). These pages have been retyped in their entirety with marginal markings to indicate changes to the text.

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Table 3.6.2i

DIESEL GENERATOR INITIATION  
Limiting Condition for Operation

<u>Parameter</u>	<u>Total No. of Channels</u>	<u>Channels to Trip</u>	<u>Minimum Channels Operable</u>	<u>Reactor Mode Switch Position in Which Function Must Be Operable</u>			
				<u>Shutdown</u>	<u>Refuel</u>	<u>Startup</u>	<u>Run</u>
Loss of Power							
a. 4.16kV PB 102/103 Emergency Bus Undervoltage (Loss of Voltage)	3 per Bus	2 per Bus	2 per Bus	X	X	X	X
b. 4.16kV PB 102/103 Emergency Bus Undervoltage (Degraded Voltage)	3 per Bus	2 per Bus	2 per Bus	X	X	X	X



Table 3.6.2i (continued)

DIESEL GENERATOR INITIATION

Limiting Condition for Operation

<u>Parameter</u>	<u>Set Point (Inverse Time Undervoltage Relays)</u>	
	<u>Relay Dropout</u>	<u>Operating Time<sup>(a)</sup></u>
Loss of Power		
a. 4.16kV PB 102/103 Emergency Bus Undervoltage (Loss of Voltage)	≥ 3200 volts	2900 volts ≤ 15 seconds 0 volts ≤ 3.2 seconds
b. 4.16kV PB 102/103 Emergency Bus Undervoltage (Degraded Voltage)	≥ 3600 volts	3240 volts ≤ 12 seconds 0 volts ≤ 4 seconds

(a) The operating time indicated in the table is the time required for the relay to operate its contacts when the voltage is suddenly decreased from operating voltage level values to the voltage level listed in the table above.

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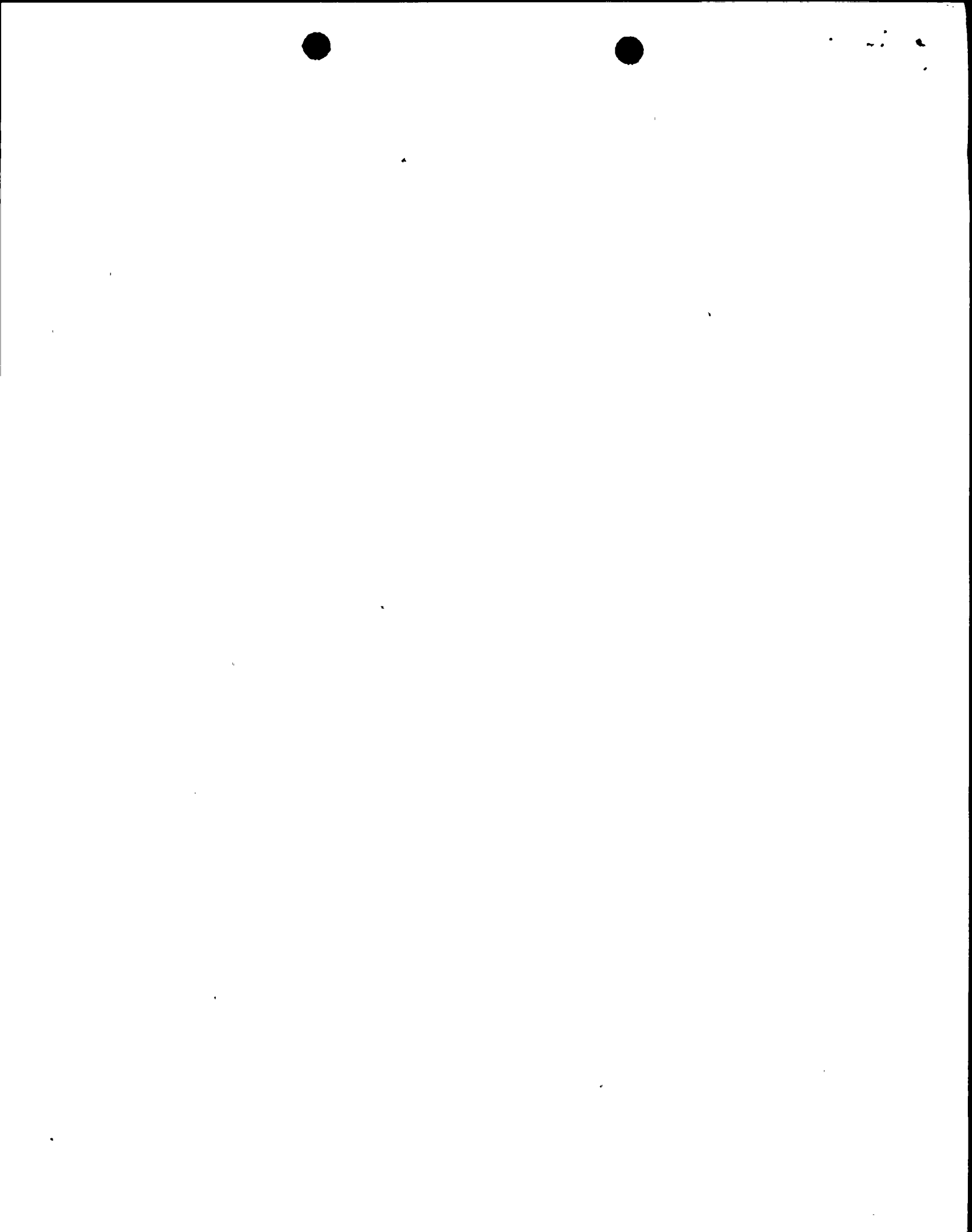
Table 4.6.2i

DIESEL GENERATOR INITIATIONSurveillance Requirements

<u>Parameter</u>	<u>Sensor Check</u>	<u>Instrument(a) Channel Test</u>	<u>Instrument(b) Channel Calibration</u>
Loss of Power			
a. 4.16kV PB 102/103 Emergency Bus Undervoltage (Loss of Voltage)	NA	Once per month	Once per refueling cycle
b. 4.16kV PB 102/103 Emergency Bus Undervoltage (Degraded Voltage)	NA	Once per month	Once per refueling cycle

(a) The instrument channel test will demonstrate the operability of the instrument channel by simulating an undervoltage condition to verify that the tripping logic functions properly.

(b) The instrument channel calibration will demonstrate the operability of the instrument channel by simulating an undervoltage condition to verify that the tripping logic functions properly. In addition, a sensor calibration will be performed to verify the set points listed in Table 3.6.2.i.





ATTACHMENT B

NIAGARA MOHAWK POWER CORPORATION

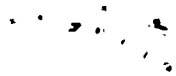
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Supporting Information

Upon loss of voltage, or a degraded grid condition, two diesel generators are available to supply emergency power. These diesel generators are completely separate and are self-contained within the station. Either one is capable of handling the maximum electrical load under the worst accident conditions.

The enclosed Technical Specification supersedes our previous submittal of July 18, 1977. That submittal addressed automatic initiation of the diesel generators on loss-of-voltage and degraded voltage. Niagara Mohawk is modifying the existing logic for automatic initiation of the diesel generators during the 1984 refueling outage. Our July 18, 1977 submittal was based on the protective relaying circuits monitoring phase-to-phase voltage (phase 1-2 and phase 2-3) with a two-out-of-two logic. The new logic will monitor phase-to-neutral voltage on all three phases. A two-out-of-three logic will be used. There are two sets of relays for loss-of-voltage detection and two sets of relays for detecting a degraded grid condition. One set for loss-of-voltage and one set for degraded grid is on each bus (Powerboards 102 and 103). The enclosed Technical Specification takes into account the new logic.



ATTACHMENT C

NIAGARA MOHAWK POWER CORPORATION

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Amendment Classification

The proposed amendment to the Operating License has been determined to fall under the Class III Amendment fee of \$4,000 in accordance with 10CFR170.22.



ATTACHMENT D

NIAGARA MOHAWK POWER CORPORATION

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No Significant Hazard Considerations Analysis

The proposed Technical Specification changes submitted herein involve no significant hazard considerations. Therefore, in accordance with the proposed amendment, the operation of Nine Mile Point Unit 1 will not:

1. Involve the significant increase in the probability of consequences of an accident previously evaluated; or
2. Create the possibility of a new or different kind of accident from any accident previously evaluated; or
3. Involve a significant reduction in a margin of safety.

The proposed Technical Specification amendment imposes more stringent controls on the diesel generator initiation logic. This is accomplished by increased surveillance and operational requirements. This proposed determination is supported by the fact that the requested action corresponds with example (ii) of the Sholly Rule published in the Federal Register on April 6, 1983 (48FR14870), in that the changes constitute an additional control not presently included in the Technical Specifications.. . -

