

April 18, 1996

Mr. William J. Cahill, Jr.  
Chief Nuclear Officer  
Power Authority of the State of  
New York  
123 Main Street  
White Plains, NY 10601

SUBJECT: JAMES A. FITZPATRICK NUCLEAR POWER PLANT - REQUEST FOR ADDITIONAL  
INFORMATION RELATED TO EMERGENCY DIESEL GENERATOR TECHNICAL  
SPECIFICATION CHANGE (TAC NO. M94611)

Dear Mr. Cahill:

By letter dated January 26, 1996, you requested that Facility Operating License DPR-59 be amended to modify the James A. FitzPatrick Nuclear Power Plant Unit 1, Technical Specifications (TSs). The changes are being made to revise the allowed out-of-service times (AOTs) for a single inoperable Emergency Diesel Generator (EDG) to accommodate on-line maintenance of the EDG. Additionally, changes are being made to incorporate guidance and recommendations contained in Generic Letter (GL) 93-05, "Line-Item Technical Specifications Improvements to Reduce Surveillance Requirements for Testing during Power Operations," and NUREG-1433, "Standard Technical Specifications, General Electric Plants, BWR 4," Rev. 1, dated April 1995.

The requirement affects nine or fewer respondents and, therefore, is not subject to the Office of Management and Budget review under P.L. 96-511.

In an effort to complete the review, the NRC staff has enclosed a request for additional information.

Sincerely,

ORIGINAL SIGNED BY Daniel McDonald, Jr.

Karen R. Cotton, Acting Project Manager  
Project Directorate I-1  
Division of Reactor Projects - I/II  
Office of Nuclear Reactor Regulation

Docket No. 50-333

Enclosure: As stated

cc w/encl: See next page

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UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D.C. 20565-0001

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Sincerely,

A handwritten signature in cursive script, appearing to read "Karen R. Cotton".

for Karen R. Cotton, Acting Project Manager  
Project Directorate I-1  
Division of Reactor Projects - I/II  
Office of Nuclear Reactor Regulation

Docket No. 50-333

Enclosure: As stated

cc w/encl: See next page

William J. Cahill, Jr.  
Power Authority of the State  
of New York

James A. FitzPatrick Nuclear  
Power Plant

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REQUEST FOR ADDITIONAL INFORMATION  
EMERGENCY DIESEL GENERATOR ALLOWED OUTAGE TIME

1. Detail what type of maintenance will be performed during the extended emergency diesel generator (EDG) allowed outage time (AOT) and how often the maintenance is required to be performed.
2. Table 8.6-2 of the FitzPatrick Final Safety Analysis Report (FSAR) lists the electrical loads required for shutdown during a loss of offsite power (LOOP) and it includes two residual heat removal (RHRs) and two residual heat removal service water (RHRSW) pumps. However, in your response to the NRC's request for additional information regarding station blackout, you stated that during a LOOP the second RHR and RHRSW pump are not required. Clarify what loads are required to achieve shutdown during a LOOP and whether this loading is within the capacity of a single EDG.
3. Evaluate the loss of an EDG on each division/EDG system (i.e., EDG A and EDG B, EDG A and EDG D, etc.). Can this configuration achieve shutdown of the unit during a LOOP condition? What accident scenarios cannot be mitigated in these configurations? (Your current submittal does not address these scenarios. Explain.)
4. As stated in the amendment request, the purpose of the request for an EDG AOT extension is to allow an increased outage time during power operation for performing preventive maintenance, which includes disassembly of the EDG. The staff is concerned that disassembly of an EDG would subsequently require testing of the EDG (i.e., full load rejection test) to demonstrate operability.
  - a. What type of surveillance testing will be performed on the EDG during the extended AOT?
  - b. If a load full-load rejection is going to be performed, what would be the worse-case voltage transients on the 4160-V safety buses as a result of a full-load rejection?
  - c. If a full-load rejection test is used to test the EDG governor after maintenance, what assurance would there be that an unsafe transient condition on the safety bus (i.e., load swing or voltage transient) due to improperly performed maintenance or repair or a governor would not occur?
5. Before an EDG is removed from service for preplanned maintenance, the operability of the remaining EDGs should be verified. This demonstration of operability is necessary to provide assurance that the remaining EDGs are operable because of their increased importance due to the inoperability of one EDG over an extended period. How will this be addressed at FitzPatrick?

Enclosure