

Enclosure 3

Edwin I. Hatch Nuclear Plant  
Request to Revise Technical Specifications  
Unit 1 DG Shutdown Requirements

Page Change Instructions

Remove Page

3.9-6a

Insert Page

3.9-6a

C. Diesel Generator Requirements (Reactor in the Shutdown or Refuel Mode)  
(Continued)

1. Work is being done which has the potential for draining the reactor pressure vessel, or
2. Secondary containment is required, or
3. A core or containment cooling system is required.\*

D. Electric Power Monitoring for the Reactor Protection System

Specifications:

1. When either of the RPS MG sets or the Alternate Source is in service, its power monitoring system shall be OPERABLE.
  - (a) If the power monitoring system is not OPERABLE and Operability cannot be restored within 30 minutes of discovery, remove the power supply from service immediately thereafter.
  - (b) One channel of a power monitoring system may be inoperable, as necessary for test or maintenance, not to exceed 8 hours per month.

4.9.D. Electric Power Monitoring for Reactor Protection System

Specifications:

1. The Electric Power Monitoring for the Reactor Protection System shall be demonstrated operable:
  - (a) At least one per 6 months by performing a FUNCTIONAL TEST,
  - (b) At least once per operating cycle by demonstrating the OPERABILITY of under-voltage, over-voltage and under-frequency protective instrumentation by performance of a CHANNEL CALIBRATION including simulated automatic actuation of the protective relays, tripping logic and output circuit breakers and verifying the following setpoints:
    - (1) Over-voltage  $\leq 132$  VAC, with time delay relay set to 4 seconds maximum,
    - (2) Under-voltage  $\geq 108$  VAC, with time delay relay set to 4 seconds maximum,
    - (3) Under-frequency  $\geq 57$  Hz, with time delay relay set to 4 seconds maximum.

\*For the Fall 1994 Unit 1 refueling/maintenance outage, two diesels must be operable per Specification 3.9.C. However, Specification 3.9.C.3 is not applicable when local leak rate testing is being performed on the Residual Heat Removal System loops and diesel generator 1A is removed from service for maintenance, provided the fuel pool gates are removed and the cavity is flooded. During this time, one of the two required diesels must be aligned to its corresponding core or containment cooling system.

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