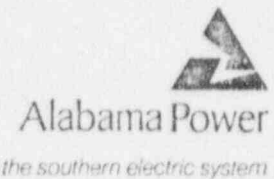


Mailing Address
Alabama Power Company
600 North 18th Street
Post Office Box 2641
Birmingham, Alabama 35291
Telephone 205 783-6081

F. L. Clayton, Jr.
Senior Vice President
Flintridge Building



May 5, 1981

Docket No. 50-364

Director of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555



Attention: Mr. B. J. Youngblood

RE: CHANGE TO NPF-8 APPENDIX A TECHNICAL SPECIFICATIONS

Gentlemen:

While performing surveillance testing required by Section 4.8.1.1.2C.4 on the Unit 2 related diesels, it was determined that Diesel 2C, by design, does not energize the Unit 2 emergency bus (2J) within 10 seconds. Diesel 2C is designed to energize the train B river water pumps for Unit 1 and/or Unit 2 during Loss of Offsite Power (LOSP) on one or both units. In order to avoid the simultaneous starting of Unit 1 and Unit 2 river water pumps during a two unit LOSP, the Unit 2 output breaker from Diesel 2C is blocked approximately 20 seconds. This time delay allows for the starting of Diesel 2C and energization of the Unit 1 river water pumps prior to energizing the Unit 2 river water pump.

Attachment 1 is a typical Diesel 2C sequencing of loads during LOSP on both units. If an LOSP is not experienced on both units the time to energize bus 2J is unaffected due to the blocking of the output breaker. We, therefore, request a revision to the Appendix A Technical Specifications included as Attachment 2. The only exception to the 10 second requirement to energize emergency busses would be for Diesel 2C based on the design energization sequence described above and described in Attachment 2.

Alabama Power Company has determined that no unreviewed safety question will exist as a result of this change to the Technical Specification. No bases of a design basis accident review is affected by delaying the energization of bus 2J shown in Attachment 2.

The Plant Operations Review Committee and the Nuclear Operations Review Board have reviewed the above proposed changes and have determined that the changes do not involve an unreviewed safety question as shown in the attached safety evaluation.

8105110204

Director of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission

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Page 2

The class of each item in this proposed amendment is designated as Class III for Unit 1 and Class I for Unit 2 according to 10 CFR 170.22 requirements. Enclosed is a check for \$4,400 to cover the total amount of fees required.

In accordance with 10 CFR 50.30(c)(1)(i), three signed originals and thirty-seven additional copies of these proposed changes are enclosed.

If you have any questions, please advise.

Yours very truly,

F. L. Clayton, Jr.
F. L. Clayton, Jr.

FLCJr/RLG:aw

Attachments

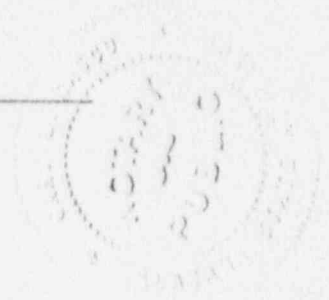
cc: Mr. J. P. O'Reilly
Mr. R. A. Thomas
Mr. G. F. Trowbridge
Mr. E. A. Reeves
Mr. W. H. Bradford
Mr. J. Thoma

SWORN TO AND SUBSCRIBED BEFORE
ME THIS 6th DAY OF
May, 19 81.

Gary L. Raso
Notary Public

My Commission Expires:

2-15-82



Attachment 1

DG 2C

LOSP

TYPICAL SEQUENCE OF EVENTS

<u>TIME</u>	<u>EVENT</u>
0	LOSP (Signal to start Diesel 2C and trip breaker DG-13)
1 SEC	BUS 1J&2J Load shed and starts 20 second timer for BUS 2J
10 SEC	2C D/G Energizes BUS 1J and its permanent loads
15 SEC	RW 4 Starts
20 SEC	RW 5 Starts
21 SEC	2C D/G Energizes BUS 2J and its permanent loads
26 SEC	RW 1 Starts
31 SEC	RW 2 Starts
36 SEC	RW 3 Starts