

October 23, 1989

Docket No. 50-320

Mr. M. B. Roche
Vice President/Director, TMI-2
GPU Nuclear Corporation
P. O. Box 480
Middletown, Pennsylvania 17057

Dear Mr. Roche:

SUBJECT: RECOVERY OPERATIONS PLAN CHANGE REQUEST NO. 44 (TAC 74531)

- Reference: 1. Letter from M. B. Roche, GPUN, 4410-89-L-0087/04828, to NRC, dated August 22, 1989, re Recovery Operations Plan Change Request No. 44
2. Letter from J.F. Stolz, NRC to M.B. Roche, GPUN, dated October 10, 1989, re Recovery Operations Plan Change Request No. 44.

In response to your letter of August 22, 1989 (Reference 1 above) we issued Recovery Operations Plan change approval 42 (Reference 2 above). The enclosed change page to Reference 2 omitted an asterisk beside Buss 2-35. A corrected copy of the change page is enclosed.

Sincerely,

/s/

John F. Stolz, Director
Project Directorate I-4
Division of Reactor Projects - I/II
Office of Nuclear Reactor Regulation

Enclosure:
As stated

cc w/enclosure:
See next page

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Mr. M. B. Roche
GPU Nuclear Corporation

Three Mile Island Nuclear Station
Unit No. 2

cc:

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Three Mile Island Nuclear Station
Unit No. 2

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SURVEILLANCE REQUIREMENTS

4.8.2 ONSITE POWER DISTRIBUTION SYSTEMS

4.8.2.1 A.C. DISTRIBUTION

4.8.2.1.1 The specified A.C. busses shall be determined OPERABLE with tie breakers open between redundant busses at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4160 volt Bus # 2-1E
4160 volt Bus # 2-2E
4160 volt Busses # 2-3 and 2-4
480 volt Busses #2-11E and 2-12E
480 volt Busses # 2-21E and 2-22E
480 volt Busses # 2-32, 2-35*, 2-36*, 2-42, 2-45*, and 2-46*

*In the event that these A.C. bus pairs are not able to be restored to OPERABLE status within 8 hours as specified in Tech. Spec. 3.8.2.1.1, the tie breakers between these busses may remain in the closed position and a report shall be submitted to the NRC pursuant to 10 CFR 50.73.

4.8.2.1.2 The specified A.C. busses shall be determined OPERABLE at least once per 7 days by verifying correct breaker alignment and indicated power availability.

120 volt A.C. Vital Bus # 2-1V
120 volt A.C. Vital Bus # 2-2V
120 volt A.C. Vital Bus # 2-3V
120 volt A.C. Vital Bus # 2-4V

D.C. DISTRIBUTION

4.8.2.2.1 Each D.C. bus train shall be determined OPERABLE and energized with tie breakers open at least once per 7 days by verifying correct breaker alignment and indicated power availability.

4.8.2.2.2 Each 250/125-volt battery bank and charger shall be demonstrated OPERABLE:

- a. At least once per 7 days by verifying that:
 1. The electrolyte level of each pilot cell is between the minimum and maximum level indication marks.
 2. The pilot cell specific gravity, corrected to 77°F and full electrolyte level, is greater than or equal to 1.20.
 3. The pilot cell voltage is greater than or equal to 2.13 volts.
 4. The overall battery voltage is greater than or equal to 250/125 volts.