

**From:** Peter Tam  
**To:** Gregory Hatchett; INTERNET:David.distel@exeloncorp.com;  
INTERNET:John.Hufnagel@exeloncorp.com  
**Date:** 8/13/02 10:00AM  
**Subject:** Oyster Creek refueling interlock amendment **(TAC MB2893)**

John:

Our reviewer, Greg Hatchett, reviewed your 6/27/02 supplement re. compensatory measures regarding the refueling interlocks. Please call me to set up a conference call to clarify the following:

- To prevent criticality during refueling, the refueling interlocks ensure that fuel assemblies are not loaded with any control rod withdrawn. To prevent these conditions from developing, the all-rods-in, the refueling platform position, the refueling platform fuel grapple fuel loaded, the refueling platform trolley frame mounted hoist fuel loaded, the refueling platform monorail mounted hoist fuel loaded, the refueling platform fuel grapple fully retracted position, and the service platform hoist fuel loaded inputs are required to be operable. Are these inputs combined in logic circuits which provide refueling equipment or control rod blocks to prevent operations that could result in criticality during refueling operations? How does an inoperable ARI permissive effect the above?
- Does an inoperable ARI result in not meeting TS 3.9.C? If it does why? If it does not, why not?
- If TS 3.9.C is not met due to an inoperable ARI permissive that combines in the logic for the refueling interlocks, when will the ARI permissive be restored allowing the LCO to be met?
- In the 6/27/02 supplement, you indicated that you would complete the initial testing of the interlock prior to in-vessel fuel movement. The staff finds that refuel interlocks should be tested every 7 days to demonstrate that the interlock will function properly when simulated or actual signal indicative of a required condition is injected into the logic. What is Oyster Creeks SR frequency for the refueling interlocks?

**This e-mail aims solely to prepare you for the requested conference call. It does not formally request additional information, nor does it convey a formal NRC staff position.** The above issues will be dispositioned in the conference call.

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**Subject:** Oyster Creek refueling interlock amendment (**TAC MB2893**)  
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