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U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
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Edwin I. Hatch Nuclear Plant
10 CFR 50.59 Changes to the Technical Specifications Bases

Ladies and Gentlemen:

Attached you will find a synopsis of changes to the Hatch Unit 1 and 2 Technical Specifications Bases issued during 2002. This submittal is in accordance with the provisions of the Bases Control Program TS 5.5.11.

Sincerely,

H. L. Sumner, Jr.

OCV/

Enclosures: Description of changes

cc: Southern Nuclear Operating Company
Mr. J. D. Woodard, Executive Vice President
Mr. P. H. Wells, General Manager – Plant Hatch
Document Services RTYPE: CHA02.004

U. S. Nuclear Regulatory Commission
Mr. L. A. Reyes, Regional Administrator
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Mr. N. P. Garrett, Acting Senior Resident Inspector – Hatch

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Enclosure

Edwin I. Hatch Nuclear Plant 10 CFR 50.59 Changes to the Technical Specifications Bases

Section B 3.3.2.1

This change was made to the Hatch Units 1 and 2 Bases section on Control Rod Block Instrumentation and specifically the Rod Worth Minimizer section. The phrase “in the last 12 months” was changed to “in the last calendar year” to match the actual Technical Specifications phrase in Required Action Statement 3.3.2.1.C which states: “Verify by administrative methods that startup with RWM inoperable has not been performed in the last calendar year”.

Section B 3.7.4.

- This change was made to the Hatch Units 1 and 2 Bases to clarify the equipment required to consider the main control room environmental control (MCREC) system operable. Specifically, a paragraph was added to state that the air handling unit cooling coils, water cooled condensing units, refrigerant compressors and associated instrumentation must be functional to consider the MCREC system operable.
- This change was also made to the main control room environmental control (MCREC) system portion of the Hatch Units 1 and 2 Bases. This section contained an incorrect master parts list (MPL) number for an exhaust fan. This Bases change corrected that error.
- This change corrected an inequality sign in the Hatch Unit 1 Bases. Prior to the change, this section made reference to the MCREC system maintaining a positive pressure at a flow rate of ≥ 2750 cfm. The correct value is ≤ 2750 cfm, as listed in Technical Specifications SR 3.7.4.4.

Sections B SR 3.4.9.4

This change was made to the Hatch Units 1 and 2 Bases section concerning the recirculation pump restart limitations. The change added a sentence which clarified that the 50° F coolant to loop differential temperature requirement for recirculation pump restart is a basis for fuel thermal limit calculations, as well as providing protection from excessive thermal stresses.

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Section B SR 3.8.1.12

This change was made to the Hatch Units 1 and 2 Bases concerning diesel generator 24 hour surveillance testing. Specifically, the change stated that the diesel generator should be loaded at > 3000 KW for the last two hours of the test, as opposed to the first two hours of the test. This change is consistent with Regulatory Guide 1.9, Revision 3, and INPO SER 2-01 which states that diesel generator manufacturers recommend testing the diesel at high loads near the end of their test runs rather than at the beginning.

Section B SR 3.6.3.1.2

This change was made to The Hatch Unit 1 Bases concerning the containment atmosphere dilution (CAD) system. Prior to the change, the Bases stated that a CAD system valve was allowed to be in its non-accident position provided it could be aligned to the accident position within the time assumed in the accident analysis. This change precisely identified the time assumed in the accident analysis as nine hours.

Section B 3.3.3.1

This was a change to Hatch Units 1 and 2 Bases concerning post-accident monitoring instrumentation. Specifically, a design change was made to add temperature compensation to some reactor water level recorders. Accordingly, a statement was added to this Bases section to note that some instruments are now compensated for temperature.

Section B SR 3.9.2.2

This change was made to allow simulating a control rod withdrawal as opposed to actually withdrawing a control rod for the purpose of satisfying the refuel position one-rod out interlock channel functional test. To enable the simulation of control rod withdrawal, a test box will be installed in the RPIS logic whenever the test is to be performed. The full-in reed switches will therefore not be exercised. However, these reed switches are normally surveilled per another surveillance requirement, SR 3.9.4.1. This change will allow testing the interlock with the CRD system out of service and will avoid the condition of actually having a second control rod withdrawn should the surveillance fail.

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Section B SR 3.3.1.1.6

This change was made to the Hatch Units 1 and 2 Bases concerning the IRM/SRM overlap. Prior to the change, IRM/SRM overlap was confirmed when the IRM downscale alarm cleared. This revised the criteria for overlap to the allowable values. In other words, the IRM/SRM overlap is now confirmed when the IRM clears its downscale allowable value.

Section B SR 3.3.6.3.3

This change was made to the Hatch Units 1 and 2 Bases concerning the Safety Relief Valve low-low set system channel functional test. The Technical Specifications state that the functional test is required to be performed only prior to entering mode 2 during each scheduled outage > 72 hours when entry is made into the primary containment. This Bases revision provided a clear definition of a scheduled outage as a refueling outage or any outage with a 72 hour period between discovery of an off-normal condition and a corresponding change in power level. Additionally, the change also added a definition of outage duration as the time the generator is removed from the grid, to the time the generator is tied to the grid.