

ATTACHMENT TO LICENSE AMENDMENT NO. 96

TO FACILITY COMBINED LICENSE NO. NPF-92

DOCKET NO. 52-026

Replace the following pages of the Facility Combined License No. NPF-92 with the attached revised pages. The revised pages are identified by amendment number and contain marginal lines indicating the areas of change.

Facility Combined License No. NPF-92

REMOVE

7

INSERT

7

Appendix C to Facility Combined License No. NPF-92

REMOVE

C-410

C-429

C-430

C-431

C-431a

C-432

C-433

C-434

C-435

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C-436

C-437

C-438

INSERT

C-410

C-429

C-430

C-431

C-431a

C-432

C-433

C-434

C-435

C-435a

C-436

C-437

C-438

(7) Reporting Requirements

- (a) Within 30 days of a change to the initial test program described in FSAR Section 14, Initial Test Program, made in accordance with 10 CFR 50.59 or in accordance with 10 CFR Part 52, Appendix D, Section VIII, "Processes for Changes and Departures," SNC shall report the change to the Director of NRO, or the Director's designee, in accordance with 10 CFR 50.59(d).
- (b) SNC shall report any violation of a requirement in Section 2.D.(3), Section 2.D.(4), Section 2.D.(5), and Section 2.D.(6) of this license within 24 hours. Initial notification shall be made to the NRC Operations Center in accordance with 10 CFR 50.72, with written follow up in accordance with 10 CFR 50.73.

(8) Incorporation

The Technical Specifications, Environmental Protection Plan, and ITAAC in Appendices A, B, and C, respectively of this license, as revised through Amendment No. 96, are hereby incorporated into this license.

(9) Technical Specifications

The technical specifications in Appendix A to this license become effective upon a Commission finding that the acceptance criteria in this license (ITAAC) are met in accordance with 10 CFR 52.103(g).

(10) Operational Program Implementation

SNC shall implement the programs or portions of programs identified below, on or before the date SNC achieves the following milestones:

- (a) Environmental Qualification Program implemented before initial fuel load;
- (b) Reactor Vessel Material Surveillance Program implemented before initial criticality;
- (c) Preservice Testing Program implemented before initial fuel load;
- (d) Containment Leakage Rate Testing Program implemented before initial fuel load;
- (e) Fire Protection Program
  - 1. The fire protection measures in accordance with Regulatory Guide (RG) 1.189 for designated storage building areas (including adjacent fire areas that could affect the storage area) implemented before initial receipt

5.
  - a) Exterior walls and the basemat of the nuclear island have a water barrier up to site grade.
  - b) The boundaries between mechanical equipment rooms and the electrical and instrumentation and control (I&C) equipment rooms of the auxiliary building as identified in Table 3.3-2 are designed to prevent flooding of rooms that contain safety-related equipment up to the maximum flood level for each room defined in Table 3.3-2.
  - c) The boundaries between the following rooms, which contain safety-related equipment – passive core cooling system (PXS) valve/accumulator room A (11206), PXS valve/accumulator room B (11207), and chemical and volume system (CVS) room (11209) – are designed to prevent flooding between these rooms.
6.
  - a) The radiologically controlled area of the auxiliary building between floor elevations 66'-6" and 82'-6" contains adequate volume to contain the liquid volume of faulted liquid radwaste system (WLS) storage tanks. The available room volumes of the radiologically controlled area of the auxiliary building between floor elevations 66'-6" and 82'-6" exceeds the volume of the liquid radwaste storage tanks (WLS-MT-05A, MT-05B, MT-06A, MT-06B, MT-07A, MT-07B, MT-07C, MT-11).
  - b) The radwaste building packaged waste storage room has a volume greater than or equal to 1417 cubic feet.
7.
  - a) Class 1E electrical cables, communication cables associated with only one division, and raceways that route the Class 1E electrical cables and the communication cables are identified according to applicable color-coded Class 1E divisions.
  - b) Class 1E divisional electrical cables and communication cables associated with only one division are routed in their respective divisional raceways.
  - c) Separation is maintained between Class 1E divisions in accordance with the fire areas as identified in Table 3.3-3.
  - d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.
  - e) Class 1E communication cables which interconnect two divisions are routed and separated such that the Protection and Safety Monitoring System voting logic is not defeated by the loss of any single raceway or fire area.
8. Systems, structures, and components identified as essential targets are protected from the dynamic and environmental effects of postulated pipe ruptures.
9. The reactor cavity sump has a minimum concrete thickness as shown on Table 3.3-5 between the bottom of the sump and the steel containment.
10. The shield building roof and the passive containment cooling system (PCS) storage tank support and retain the PCS water. The passive containment cooling system tank has a stainless steel liner which provides a barrier on the inside surfaces of the tank. Leak chase channels are provided over the tank boundary liner welds.

Table 3.3-6

## Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
786	3.3.00.05c	5.c) The boundaries between the following rooms, which contain safety-related equipment – PXS valve/accumulator room A (11206), PXS valve/accumulator room B (11207), and CVS room (11209) – are designed to prevent flooding between these rooms.	An inspection of the boundaries between the following rooms which contain safety-related equipment – PXS Valve/ Accumulator Room A (11206), PXS Valve/Accumulator Room B (11207), and CVS Room (11209) – will be performed.	A report exists that confirms that flooding of the PXS Valve/ Accumulator Room A (11206), and the PXS Valve/ Accumulator Room B (11207) is prevented to a maximum flood level as follows: PXS A 110'-2", PXS B 110'-1"; and of the CVS room (11209) to a maximum flood level of 110'-0".
787	3.3.00.06a	6.a) The available room volumes of the radiologically controlled area of the auxiliary building between floor elevations 66'-6" and 82'-6" exceed the volume of the liquid radwaste storage tanks (WLS-MT-05A, MT-05B, MT-06A, MT-06B, MT-07A, MT-07B, MT-07C, MT-11).	An inspection will be performed of the as-built radiologically controlled area of the auxiliary building between floor elevations 66'-6" and 82'-6" to define volume.	A report exists and concludes that the as-built available room volumes of the radiologically controlled area of the auxiliary building between floor elevations 66'-6" and 82'-6" exceed the volume of the liquid radwaste storage tanks (WLS-MT-05A, MT-05B, MT-06A, MT-06B, MT-07A, MT-07B, MT-07C, MT-11).
788	3.3.00.06b	6.b) The radwaste building waste accumulation room has a volume greater than or equal to 1417 cubic feet.	An inspection of the radwaste building waste accumulation room (50351) is performed.	The volume of the radwaste building waste accumulation room (50351) is greater than or equal to 1417 cubic feet.
789	3.3.00.07aa	7.a) Class 1E electrical cables, communication cables associated with only one division, and raceways that route the Class 1E electrical cables and the communication cables are identified according to applicable color-coded Class 1E divisions.	Inspections of the as-built Class 1E cables and the as-built raceways that route the Class 1E cables will be conducted.	a) Class 1E electrical cables, and communication cables associated with only one division, and the raceways that route these cables inside containment are identified by the appropriate color code.
790	3.3.00.07ab	7.a) Class 1E electrical cables, communication cables associated with only one division, and raceways that route the Class 1E electrical cables and the communication cables are identified according to applicable color-coded Class 1E divisions.	Inspections of the as-built Class 1E cables and the as-built raceways that route the Class 1E cables will be conducted.	b) Class 1E electrical cables, and communication cables associated with only one division, and the raceways that route these cables in the non-radiologically controlled area of the auxiliary building are identified by the appropriate color code.

Table 3.3-6

## Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
791	3.3.00.07ac	7.a) Class 1E electrical cables, communication cables associated with only one division, and raceways that route the Class 1E electrical cables and the communication cables are identified according to applicable color-coded Class 1E divisions.	Inspections of the as-built Class 1E cables and the as-built raceways that route the Class 1E cables will be conducted.	c) Class 1E electrical cables, and communication cables associated with only one division, and the raceways that route these cables in the radiologically controlled area of the auxiliary building are identified by the appropriate color code.
792	3.3.00.07ba	7.b) Class 1E divisional electrical cables and communication cables associated with only one division are routed in their respective divisional raceways.	Inspections of the as-built Class 1E divisional cables and the as-built raceways that route the Class 1E cables will be conducted.	a) Class 1E electrical cables and communication cables inside containment associated with only one division are routed in raceways assigned to the same division. There are no other safety division electrical cables in a raceway assigned to a different division.
793	3.3.00.07bb	7.b) Class 1E divisional electrical cables and communication cables associated with only one division are routed in their respective divisional raceways.	Inspections of the as-built Class 1E divisional cables and the as-built raceways that route the Class 1E cables will be conducted.	b) Class 1E electrical cables and communication cables in the non-radiologically controlled area of the auxiliary building associated with only one division are routed in raceways assigned to the same division. There are no other safety division electrical cables in a raceway assigned to a different division.
794	3.3.00.07bc	7.b) Class 1E divisional electrical cables and communication cables associated with only one division are routed in their respective divisional raceways.	Inspections of the as-built Class 1E divisional cables and the as-built raceways that route the Class 1E cables will be conducted.	c) Class 1E electrical cables and communication cables in the radiologically controlled area of the auxiliary building associated with only one division are routed in raceways assigned to the same division. There are no other safety division electrical cables in a raceway assigned to a different division.

Table 3.3-6

## Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
795	3.3.00.07c.i.a	7.c) Separation is maintained between Class 1E divisions in accordance with the fire areas as identified in Table 3.3-3.	i) Inspections of the as-built Class 1E division electrical cables, as-built communication cables associated with only one division, and the as-built raceways that route the Class 1E divisional electrical cables and communication cables located in the fire areas identified in Table 3.3-3 will be conducted.	i.a) Results of the inspection will confirm that the separation between Class 1E divisions in the non-radiologically controlled area of the auxiliary building is consistent with Table 3.3-3.
796	3.3.00.07c.i.b	7.c) Separation is maintained between Class 1E divisions in accordance with the fire areas as identified in Table 3.3-3.	i) Inspections of the as-built Class 1E division electrical cables, as-built communication cables associated with only one division, and the as-built raceways that route the Class 1E divisional electrical cables and communication cables located in the fire areas identified in Table 3.3-3 will be conducted.	i.b) Results of the inspection will confirm that the separation between Class 1E divisions in the radiologically controlled area of the auxiliary building is consistent with Table 3.3-3.
797	3.3.00.07c.ii.a	7.c) Separation is maintained between Class 1E divisions in accordance with the fire areas as identified in Table 3.3-3.	ii) Inspections of the as-built fire barriers between the fire areas identified in Table 3.3-3 will be conducted.	ii.a) Results of the inspection will confirm that fire barriers exist between fire areas identified in Table 3.3-3 inside the non-radiologically controlled area of the auxiliary building.
798	3.3.00.07c.ii.b	7.c) Separation is maintained between Class 1E divisions in accordance with the fire areas as identified in Table 3.3-3.	ii) Inspections of the as-built fire barriers between the fire areas identified in Table 3.3-3 will be conducted.	ii.b) Results of the inspection will confirm that fire barriers exist between fire areas identified in Table 3.3-3 inside the radiologically controlled area of the auxiliary building.

Table 3.3-6

Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
799	3.3.00.07d.i	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	<p>Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>i) Within the main control room and remote shutdown room, the minimum separation is defined by one of the following:</p> <p>1) For configurations involving open top raceways, the minimum vertical separation is 3 inches and the minimum horizontal separation is 1 inch.</p> <p>2) For configurations involving an enclosed raceway and an open raceway, the minimum horizontal and vertical separation is 1 inch if the enclosed raceway is below the open raceway.</p> <p>3) For configurations involving enclosed raceways, the minimum separation is 1 inch in both horizontal and vertical directions.</p>	<p>Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>i) Within the main control room and remote shutdown room the minimum separation meets one of the following:</p> <p>1) For configurations involving open top raceways, the vertical separation is 3 inches or more and the horizontal separation is 1 inch or more.</p> <p>2) For configurations that involve an enclosed raceway and an open raceway, the minimum horizontal and vertical separation may be reduced to 1 inch if the enclosed raceway is below the open raceway.</p> <p>3) For configurations that involve enclosed raceways, the minimum separation is 1 inch in both horizontal and vertical directions.</p>

Table 3.3-6

Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
800	3.3.00.07d.ii.a	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	<p>Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>ii) Within other plant areas (limited hazard areas), the minimum separation is defined by one of the following:</p> <ol style="list-style-type: none"> <li>1) The minimum vertical separation is 5 feet and the minimum horizontal separation is 3 feet.</li> <li>2) The minimum vertical separation is 12 inches and the minimum horizontal separation is 6 inches for raceways containing only instrumentation and control and low-voltage power cables &lt;2/0 AWG.</li> <li>3) For configurations that involve exclusively limited energy content cables (instrumentation and control), the minimum vertical separation is 3 inches and the minimum horizontal separation is 1 inch.</li> <li>4) For configurations involving an enclosed raceway and an open raceway, the minimum vertical separation is 1 inch if the enclosed raceway is below the open raceway.</li> <li>5) For configuration involving enclosed raceways, the minimum separation is 1 inch in both horizontal and vertical directions.</li> </ol>	<p>Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>ii.a) Within other plant areas inside containment (limited hazard areas), the separation meets one of the following:</p> <ol style="list-style-type: none"> <li>1) The vertical separation is 5 feet or more and the horizontal separation is 3 feet or more.</li> <li>2) The minimum vertical separation is 12 inches and the minimum horizontal separation is 6 inches for raceways containing only instrumentation and control and low-voltage power cables &lt;2/0 AWG.</li> <li>3) For configurations that involve exclusively limited energy content cables (instrumentation and control), the minimum vertical separation is 3 inches and the minimum horizontal separation is 1 inch.</li> <li>4) For configurations that involve an enclosed raceway and an open raceway, the minimum vertical separation is 1 inch if the enclosed raceway is below the open raceway.</li> <li>5) For configurations that involve enclosed raceways, the minimum vertical and horizontal separation is 1 inch.</li> </ol>

Table 3.3-6

Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
801	3.3.00.07d.ii.b	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	<p>Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>ii) Within other plant areas (limited hazard areas), the minimum separation is defined by one of the following:</p> <ol style="list-style-type: none"> <li>1) The minimum vertical separation is 5 feet and the minimum horizontal separation is 3 feet.</li> <li>2) The minimum vertical separation is 12 inches and the minimum horizontal separation is 6 inches for raceways containing only instrumentation and control and low-voltage power cables &lt;2/0 AWG.</li> <li>3) For configurations that involve exclusively limited energy content cables (instrumentation and control), the minimum vertical separation is 3 inches and the minimum horizontal separation is 1 inch.</li> <li>4) For configurations involving an enclosed raceway and an open raceway, the minimum vertical separation is 1 inch if the enclosed raceway is below the open raceway.</li> <li>5) For configuration involving enclosed raceways, the minimum separation is 1 inch in both horizontal and vertical directions.</li> </ol>	<p>Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>ii.b) Within other plant areas inside the non-radiologically controlled area of the auxiliary building (limited hazard areas), the separation meets one of the following:</p> <ol style="list-style-type: none"> <li>1) The vertical separation is 5 feet or more and the horizontal separation is 3 feet or more.</li> <li>2) The minimum vertical separation is 12 inches and the minimum horizontal separation is 6 inches for raceways containing only instrumentation and control and low-voltage power cables &lt; 2/0 AWG.</li> <li>3) For configurations that involve exclusively limited energy content cables (instrumentation and control), the minimum vertical separation is 3 inches and the minimum horizontal separation is 1 inch.</li> <li>4) For configurations that involve an enclosed raceway and an open raceway, the minimum vertical separation is 1 inch if the enclosed raceway is below the open raceway.</li> <li>5) For configurations that involve enclosed raceways, the minimum vertical and horizontal separation is 1 inch.</li> </ol>

Table 3.3-6

Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
802	3.3.00.07d.ii.c	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	<p>Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>ii) Within other plant areas (limited hazard areas), the minimum separation is defined by one of the following:</p> <ol style="list-style-type: none"> <li>1) The minimum vertical separation is 5 feet and the minimum horizontal separation is 3 feet.</li> <li>2) The minimum vertical separation is 12 inches and the minimum horizontal separation is 6 inches for raceways containing only instrumentation and control and low-voltage power cables &lt;2/0 AWG.</li> <li>3) For configurations that involve exclusively limited energy content cables (instrumentation and control), the minimum vertical separation is 3 inches and the minimum horizontal separation is 1 inch.</li> <li>4) For configurations involving an enclosed raceway and an open raceway, the minimum vertical separation is 1 inch if the enclosed raceway is below the open raceway.</li> <li>5) For configuration involving enclosed raceways, the minimum separation is 1 inch in both horizontal and vertical directions.</li> </ol>	<p>Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>ii.c) Within other plant areas inside the radiologically controlled area of the auxiliary building (limited hazard areas), the separation meets one of the following:</p> <ol style="list-style-type: none"> <li>1) The vertical separation is 5 feet or more and the horizontal separation is 3 feet or more.</li> <li>2) The minimum vertical separation is 12 inches and the minimum horizontal separation is 6 inches for raceways containing only instrumentation and control and low-voltage power cables &lt; 2/0 AWG.</li> <li>3) For configurations that involve exclusively limited energy content cables (instrumentation and control), the minimum vertical separation is 3 inches and the minimum horizontal separation is 1 inch.</li> <li>4) For configurations that involve an enclosed raceway and an open raceway, the minimum vertical separation is 1 inch if the enclosed raceway is below the open raceway.</li> <li>5) For configurations that involve enclosed raceways, the minimum vertical and horizontal separation is 1 inch.</li> </ol>

Table 3.3-6

Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
803	3.3.00.07d.iii.a	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:  iii) Where minimum separation distances are not maintained, the circuits are run in enclosed raceways or barriers are provided.	Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:  iii.a) Where minimum separation distances are not met inside containment, the circuits are run in enclosed raceways or barriers are provided.
804	3.3.00.07d.iii.b	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:  iii) Where minimum separation distances are not maintained, the circuits are run in enclosed raceways or barriers are provided.	Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:  iii.b) Where minimum separation distances are not met inside the non-radiologically controlled area of the auxiliary building, the circuits are run in enclosed raceways or barriers are provided.

Table 3.3-6  
Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
805	3.3.00.07d.iii.c	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	<p>Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>iii) Where minimum separation distances are not maintained, the circuits are run in enclosed raceways or barriers are provided.</p>	<p>Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>ii.c) Where minimum separation distances are not met inside the radiologically controlled area of the auxiliary building, the circuits are run in enclosed raceways or barriers are provided.</p>

Table 3.3-6

## Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
806	3.3.00.07d.iv.a	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following: iv) Separation distances less than those specified above and not run in enclosed raceways or provided with barriers are based on analysis	Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following: iv.a) For areas inside containment, a report exists and concludes that separation distances less than those specified above and not provided with enclosed raceways or barriers have been analyzed.
807	3.3.00.07d.iv.b	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following: iv) Separation distances less than those specified above and not run in enclosed raceways or provided with barriers are based on analysis	Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following: iv.b) For areas inside the non-radiologically controlled area of the auxiliary building, a report exists and concludes that separation distances less than those specified above and not provided with enclosed raceways or barriers have been analyzed.

Table 3.3-6

Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
808	3.3.00.07d.iv.c	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	<p>Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>iv) Separation distances less than those specified above and not run in enclosed raceways or provided with barriers are based on analysis</p>	<p>Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>iv.c) For areas inside the radiologically controlled area of the auxiliary building, a report exists and concludes that separation distances less than those specified above and not provided with enclosed raceways or barriers have been analyzed.</p>
809	3.3.00.07d.v.a	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	<p>Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>v) Non-Class 1E wiring that is not separated from Class 1E or associated wiring by the minimum separation distance or by a barrier or analyzed is considered as associated circuits and subject to Class 1E requirements.</p>	<p>Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following:</p> <p>v.a) For areas inside containment, non-Class 1E wiring that is not separated from Class 1E or associated wiring by the minimum separation distance or by a barrier or analyzed is treated as Class 1E wiring.</p>

Table 3.3-6

## Inspections, Tests, Analyses, and Acceptance Criteria

No.	ITAAC No.	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
810	3.3.00.07d.v.b	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following: v) Non-Class 1E wiring that is not separated from Class 1E or associated wiring by the minimum separation distance or by a barrier or analyzed is considered as associated circuits and subject to Class 1E requirements.	Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following: v.b) For areas inside the non-radiologically controlled area of the auxiliary building, non-Class 1E wiring that is not separated from Class 1E or associated wiring by the minimum separation distance or by a barrier or analyzed is treated as Class 1E wiring.
811	3.3.00.07d.v.c	7.d) Physical separation is maintained between Class 1E divisions and between Class 1E divisions and non-Class 1E cables.	Inspections of the as-built raceways that route Class 1E cables will be performed to confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following: v) Non-Class 1E wiring that is not separated from Class 1E or associated wiring by the minimum separation distance or by a barrier or analyzed is considered as associated circuits and subject to Class 1E requirements.	Results of the inspection will confirm that the separation between raceways that route Class 1E cables of different divisions, and between raceways that route Class 1E cables and raceways that route non-Class 1E cables is consistent with the following: v.c) For areas inside the radiologically controlled area of the auxiliary building, non-Class 1E wiring that is not separated from Class 1E or associated wiring by the minimum separation distance or by a barrier or analyzed is treated as Class 1E wiring.
812	3.3.00.07e	7.e) Class 1E communication cables which interconnect two divisions are routed and separated such that the Protection and Safety Monitoring System voting logic is not defeated by the loss of any single raceway or fire area.	Inspections of the as-built Class 1E communication cables will be conducted.	Class 1E communication cables which interconnect two divisions are routed and separated such that the Protection and Safety Monitoring System voting logic is not defeated by the loss of any single raceway or fire area.