W. G. Hairston, III HL-2174 003309 April 28, 1992 U.S. Nuclear Regulatory Commission ATTN: Document Control Desk Washington, D.C. 20555 PLANT HATCH - UNITS 1, 2 NRC DOCKETS 50-321, 50-366 OPERATING LICENSES DPR-57, NPF-5 RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION ON THE PRESSURE SENSOR ACTUATION SYSTEM FOR SAFETY RELIEF VALVES
NRC TAC Nos. M82709, M82723 Gentlemen: By letter dated April 8, 1992, you requested additional information regarding our proposed pressure sensor actuation system for the main steam safety relief valves. The enclosure to this letter provides answers to the two specific questions as discussed in our April 2, 1992, telephone conference. Please contact this office if you have any further questions. Sincerely, W. S. Hairston, III OCV/cr Enclosure cc: Georgia Power Company Mr. H. L. Sumner, General Manager - Nuclear Plant NORMS U.S. Nuclear Regulatory Commission, Washington, D.C. Mr. K. Jabbour, Licensing Project Manager - Hatch U.S. Nuclear Regulatory Commission, Region II Mr. S D. Ebneter, Regional Administrator Mr. L. D. Wert, Senior Resident Inspector - Hatch 205010300 920428 DR ADDCK 0500032

ENCLOSURE

PLANT HATCH - UNITS 1, 2
NRC DOCKETS 50-321, 50-366
OPERATING LICENSES DPR-57, NPF-5
RESPONSE TO REQUEST FOR ADDITIONAL
INFORMATION ON THE PRESSURE SENSOR
ACTUATION SYSTEM FOR SAFETY RELIEF VALVES
NRC TAC Nos. M82709, M82723

QUESTION: Please clarify your position regarding the Technical Specifications for the pressure sensor actuation. The first sentence of the second paragraph of the cover letter states that: "As the new system is not safety related, it will not be included in the Technical Specifications." However, Item 11 of the narrative Design Summary states that: "Calibration and maintenance requirements already established by Plant Hatch Technical Specifications for Nuclear Boiler System (B21) equipment will apply to this modification."

RESPONSE: The system is non-safety related. New hardware added by this modification is procured to meet Class IE and seismic requirements. The devices will be installed to safety related criteria. The transmitters and trip units will be maintained and calibrated in accordance with approved plant procedures which are consistent with those now used for safety related items. The MPL numbers assigned to the new devices will be included in the Unit 2 System Evaluation Documents and the equipment will be treated as safety related. The transmitters will be listed in the Equipment Qualification Master List. Frequency and limits of surveillance, maintenance and calibration of the new devices will be controlled by procedure, not by Technical Specifications.

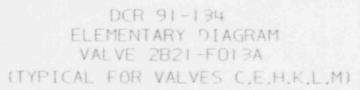
QUESTION: Please discuss the Emergency Safety System Division I to Division II interface criterion mentioned in Item 4 of the Nacrative Design Summary. Also, justify the use of fuses as isolations between redundant divisions. Include in your justification a description of why such an interface is necessary and how the fuses were qualified to accomplish this task. Furthermore, discuss the periodic testing of these fuses to provide assurance that redundant Class IE power sources will not be subjected to a single failure.

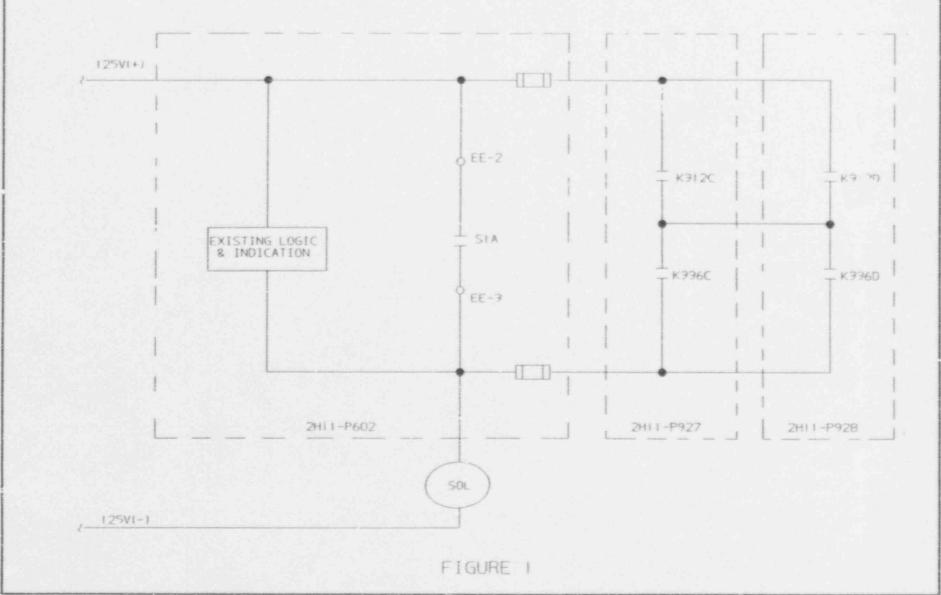
RESPONSE: It is our intention that the safety relief valve pressure sensor actuation modification be a nonsafety related addition and serve as a backup to the existing safety related system. In order to assure that this modification will not have an adverse impact on the existing safety related system, we are providing fuses to isolate the new, non-safety related logic from the existing logic (see attached figure nos. 1-3). Equipment procured for this modification, including fuses, will meet Class IE and seismic

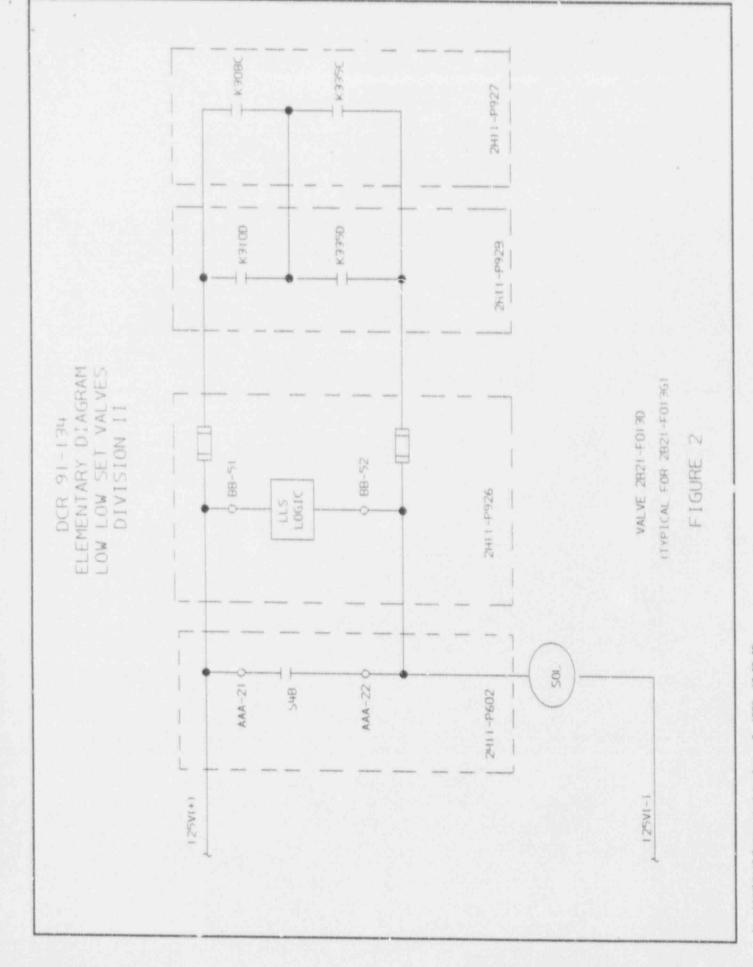
ENCLOSURE (Continued)

RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION ON THE PRESSURE SENSOR ACTUATION SYSTEM FOR SAFETY RELIEF VALVES NRC TAC Nos. M82709, M82723

requirements. These fuses are not used to provide divisional separation. Divisional separation will be provided by coil-to-contact separation in the relays used to provide signal initiation to the valve. Circuits providing contact interconnections will be routed in existing divisional raceways with separation being maintained. These fuses will be included in the existing site maintenance program.







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