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MAY 7 1976

G. Fiorelli, Chief, Reactor Operations and Nuclear Support Branch, IE:III

REFUELING BRIDGE INTERLOCKING AT MONTICELLO - DOCKET NO. 50-263
(AITS F30174H1)

In response to E. L. Jordan's request of April 8, 1976, we have reviewed the current requirements associated with operation of the fuel handling system at Monticello, which as you pointed out is similar to that in all other BWR plants. As noted by D.R. Hunter in his letter, the refueling bridge and trolley are not interlocked with the fuel hoist to preclude movement of the bridge and trolley while the hoist is at an elevation of possible interference with underwater materials. Our review of this concern included discussions with personnel familiar with the NRC position on fuel handling systems (i.e., E. D. Tomlinson of NRR and J. P. Colton of SD). The following summarizes our findings as related to this problem:

1. The NRR staff does not have explicit requirements regarding simultaneous motion of the different conveyances which make up the fuel handling system in a PWR or a BWR power plant. The Standard Review Plan (SRP) 9.1.4 describes NRR requirements on fuel handling systems and these requirements do not address the specific concern of simultaneous motion noted by D. R. Hunter. This SRP, however, does include reference to ANSI standards as part of the acceptable criteria.

2. The applicable ANSI Standard, N208, is currently being developed and we were informed that the next draft for review and comment is expected to be sometime this Fall.

3. We understand from SD that the current trend of the ANSI N208 Committee as regards "non-simultaneous motion" is to allow simultaneous X-Y motion (i.e., lateral movement such as by bridge and trolley) but no Z motion (i.e., vertical movement such as by the hoist) with either X or Y motion.

4. Although Westinghouse plants do provide interlocks to prevent undesirable simultaneous motions, the other PWR vendors do not necessarily provide such interlocking at their plants.

5. We believe it is reasonable to anticipate that after the issuance of the ANSI N208 standard, the NRR position will be developed to require the applicable interlocking in the refueling equipment.

As indicated above, there are presently no requirements for the described interlocking of the BWR refueling bridge. In view of the actions currently in progress, we plan no action beyond informing Operating Reactors of the matter at this time. If there are further questions regarding this matter, please contact C. J. DeBevec of the Reactor Technical Assistance Branch (492-7421).

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