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ACCESSION NBR: 8707010156 DOC. DATE: 87/06/22 NOTARIZED: NO DOCKET #
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SUBJECT: Informs NRC of status of mods being performed to address human engineering discrepancies (HEDs) identified in CRDR. Util found 252 out of 477 HEDs requiring remedial action.

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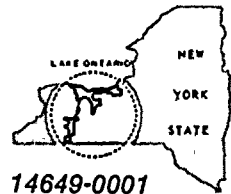
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June 22, 1987

U.S. Nuclear Regulatory Commission
Document Control Desk
Attn: Mr. Carl Stahle
PWR Project Directorate No. 1
Washington, D.C. 20555

Subject: Control Room Design Review (CRDR) Status
R. E. Ginna Nuclear Power Plant
Docket No. 50-244

Dear Mr. Stahle:

The purpose of this letter is to inform you of the status of modifications being performed to address human engineering discrepancies (HEDs) identified in the Ginna Control Room Design Review (CRDR) Summary Report submitted to the Commission by a letter dated December 30, 1985.

Four hundred and seventy-seven (477) HEDs were generated during the course of the CRDR review. Of these, two hundred and fifty-two (252) were declared by the RG&E CRDR Committee to require remedial action. Remedial action varied in effort from major modifications (e.g., removal of the 115 kV panel from the control room, installation of a new plant process computer and Safety Assessment System, installation of a new control room lighting system, and incorporation of a complete main control board enhancement program) to training of the operators in such matters as the plant communication system and the use of the emergency operating procedures on the new plant specific simulator.

In addition to the 252 HEDs that required remedial action, approximately 110 HEDs, such as those that addressed control room alarms, controllers, annunciator design, addition of parameters to the plant process computer, indicator scales, and annunciator tile design and layout, were to have further studies performed for ultimate re-review and disposition by the CRDR Committee. Originally, the last of these studies was to be completed in 1988, however, at the urging of the NRC Staff, these studies were accelerated and have now been completed. The results will be reported along with additional information requested by the Staff in a supplemental CRDR report to be submitted in July 1987.

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The remaining HEDs, which did not require further evaluation or require remedial action, were classified by the CRDR Committee as requiring "no action" for a variety of reasons.

To date, of the 252 action-required HEDs, 51 remain open, most of which are scheduled for completion by early 1988. However, for various reasons, including the accelerated schedule for completing evaluations, some tasks that were expected to be completed at this time are not yet complete. The following is a discussion of those tasks that have not been completed as scheduled including rescheduled completion dates.

Several HEDs addressed individual problems with control board indicator scales. The problems were numerous enough to warrant a study of indicating scales in general to determine a uniform approach to the problem. In performing the study, our commitment was expanded from approximately 10 scales to approximately 70 new indicator scales. Installation of the new scales had originally been planned to be completed by April 1987. However, delivery of the new expanded list of scales is now expected to be in August 1987. Barring any unforeseen delay, installation will be completed in September 1987. A "select" zone banding program for safety related indicators will be implemented upon completion of the new scale installations.

Rheostat plates for emergency diesel generator automatic voltage control were to be installed during the refueling outage of 1987 as part of the many control board changes made in the paint, label and tape program. These plates are to be identical to those located on a recently installed local diesel generator control panel and are expected to be delivered in June 1987, at which time they will be installed.

Several HEDs addressed the lack of labeling and the unconventional indicator movement of Foxboro controllers. Our original commitment was to complete a labeling program for the controllers during the 1987 spring outage.

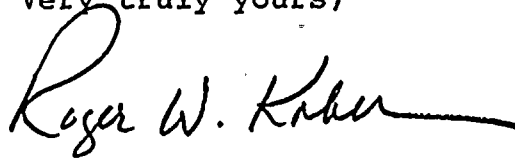
The ARD Corporation performed a controller study which resulted in several labeling suggestions. In addition, I&C personnel investigated an alternative solution to the unconventional indicator movement which consisted of replacing the present controllers on a one-for-one basis with a new controller. One of the new controllers was mocked up in a control loop to provide the Operators an opportunity to become familiar with its characteristics. The Operators found the new controller to be unacceptable, and from a human factors standpoint, it was unreasonably complicated. For example, since each controller has a self contained microprocessor, six control push buttons and three scales are located on the face of the controller. All scales and push buttons are required by I&C technicians for programming but only some of the push buttons and all scales are required by the operators for control. Based on

these results, it was concluded that the appropriate action is to modify the present controllers as suggested by the ARD study. Labels have been ordered and are expected to be delivered in June of 1987. Installation is to be completed by July of 1987.

One HED addressed push button color coding and was thought to be minor in nature. However, upon reviewing all HEDs in preparation for a Supplemental Report submittal, the review of this HED revealed that the Ginna push button color coding "convention" was not all encompassing. A more comprehensive "convention" is being established. This HED will be corrected during the 1988 refueling shutdown since corrective action will require modification to several function initiation push buttons.

If you have any comments or questions, concerning our CRDR program, RG&E staff members are available to discuss the program with you.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Roger W. Kober". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Roger W. Kober

