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Georgia Power

the southern electric system

NED-84-324

June 14, 1984

Director of Nuclear Reactor Regulation  
Attention: Mr. John F. Stolz, Chief  
Operating Reactors Branch No. 4  
Division of Licensing  
U. S. Nuclear Regulatory Commission  
Washington, D. C. 20555

NRC DOCKETS 50-321, 50-366  
OPERATING LICENSES DPR-57, NPF-5  
EDWIN I. HATCH NUCLEAR PLANT UNITS 1, 2  
SCRAM DISCHARGE VOLUME VENT AND DRAIN VALVE CLOSURE TIMES

Gentlemen:

Your letter of May 14, 1984 requested that Georgia Power Company develop and submit to the staff a schedule for implementation of modifications resulting in Scram Discharge Volume (SDV) vent and drain valve closure times which meet the current GE requirement of 30 seconds. Through an oversight, this modification was not previously included in our program of scram discharge system modifications. We hereby provide the requested information.

As described in our letter of April 23, 1984, tests must be performed on both Hatch units to determine the extent of modifications necessary to meet this requirement. The Unit 2 test will be performed during the current refueling/pipe replacement outage. The Unit 1 test will be performed during the next scheduled refueling outage, which begins approximately September 1, 1984. The results of these tests will determine which of two modification options must be employed for each unit in order to meet the closure time requirement. Option 1 involves replacement of the existing pilot solenoids for the SDV vent and drain valves (one solenoid for the vent valves and one for the drain valves) with quick exhaust pilot solenoids. Option 2 involves replacement of the existing two solenoid design with a six solenoid configuration (individual solenoids for each of the vent and drain valves).

The installation schedule will depend upon which option will be required. It is currently believed that the referenced tests will show that Unit 2 can meet the requirement with Option 1, while Unit 1, due to longer air piping runs, will require implementation of Option 2. Option 1 involves several weeks of design work, and installation could be accomplished in a short period of time (several days) following receipt of design. Option 2 involves a reroute of approximately 3000 feet of conduit and procurement of long lead time materials. Design and procurement times for this option are both on the order of 24 weeks. Installation of Option 2 would require approximately 10 weeks, although some of the work might be accomplished on line.

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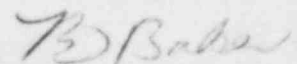
Based on the foregoing, we propose the following schedule: We are expediting design work for Option 1 on Unit 2, based on our belief that Option 1 will be sufficient to allow Unit 2 to achieve the desired closure times. A strong effort will be made to install Option 1 prior to startup from the current outage. If evaluation of test results later shows that Option 1 will not be sufficient, or if unforeseen design or procurement problems occur, we would request that the installation of whichever option is required for Unit 2 be deferred until the next outage of sufficient duration to complete the modification.

Since it is further expected that Unit 1 will require Option 2 to meet the closure time requirement, we are expediting design and procurement of this option at the current time. If the upcoming Unit 1 outage involves recirculation pipe replacement (currently under consideration), the Option 2 design will be implemented in that outage. However, if only a refueling outage is involved, design and procurement of Option 2, although already underway, will not be complete prior to the end of that outage. In that case, we would propose that the modifications be postponed until the next outage of sufficient duration following the September, 1984 refueling outage. If the results of the Unit 1 test, when performed at the start of the upcoming outage, indicate that Option 1 is viable, we will complete installation of that option during the September, 1984, refueling outage.

We are making every effort to meet the closure time requirements on an expeditious basis. However, we continue to believe that since no quantitative basis for the requirement has been demonstrated, continued operation of the Hatch Units with longer closure times represents no additional risk to the health and safety of the public.

Please contact this office if further information is desired in this regard.

Very truly yours,



for L. T. Gicwa

REB/

xc: H. C. Nix, Jr.  
J. P. O'Reilly (NRC-RII)  
Senior Resident Inspector, Plant Hatch