

# ACCELERATED DISTRIBUTION DEMONSTRATION SYSTEM

## REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

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AUTH.NAME	AUTHOR AFFILIATION		
MORGAN,H.E.	Southern California Edison Co.		
RECIP.NAME	RECIPIENT AFFILIATION		

SUBJECT: LER 88-036-00:on 881216,spent fuel handling machine  
operation with post-accident cleanup units inoperable.  
W/8 ltr.

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TITLE: 50.73 Licensee Event Report (LER), Incident Rpt, etc.

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A104

LICENSEE EVENT REPORT (LER)

Facility Name (1) <b>SAN ONOFRE NUCLEAR GENERATING STATION, UNIT 2</b>										Docket Number (2) <b>0   5   0   0   0   3   6   1</b>				Page (3) <b>1   of   0   1</b>				
Title (4) <b>SPENT FUEL HANDLING MACHINE OPERATION WITH POST-ACCIDENT CLEAN-UP UNITS INOPERABLE DUE TO INADEQUATE PROCEDURAL CONTROLS</b>																		
EVENT DATE (5)			LER NUMBER (6)				REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)								
Month	Day	Year	Year	/// Sequential ///	/// Revision ///	Number	Number	Month	Day	Year	Facility Names				Docket Number(s)			
1   2	1   6	8   8	8   8	---	0   3   6	---	0   0	0   3	0   6	8   9	NONE				0   5   0   0   0			
OPERATING MODE (9)			THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10CFR (Check one or more of the following) (11)															
POWER LEVEL (10) <b>1   0   0</b>			<input type="checkbox"/> 20.402(b)			<input type="checkbox"/> 20.405(c)			<input type="checkbox"/> 50.73(a)(2)(iv)			<input type="checkbox"/> 73.71(b)						
			<input type="checkbox"/> 20.405(a)(1)(i)			<input type="checkbox"/> 50.36(c)(1)			<input type="checkbox"/> 50.73(a)(2)(v)			<input type="checkbox"/> 73.71(c)						
			<input type="checkbox"/> 20.405(a)(1)(ii)			<input type="checkbox"/> 50.36(c)(2)			<input type="checkbox"/> 50.73(a)(2)(vii)			<input type="checkbox"/> Other (Specify in						
			<input type="checkbox"/> 20.405(a)(1)(iii)			<input checked="" type="checkbox"/> 50.73(a)(2)(i)			<input type="checkbox"/> 50.73(a)(2)(viii)(A)			Abstract below and						
			<input type="checkbox"/> 20.405(a)(1)(iv)			<input type="checkbox"/> 50.73(a)(2)(ii)			<input type="checkbox"/> 50.73(a)(2)(viii)(B)			in text)						
			<input type="checkbox"/> 20.405(a)(1)(v)			<input type="checkbox"/> 50.73(a)(2)(iii)			<input type="checkbox"/> 50.73(a)(2)(x)									
LICENSEE CONTACT FOR THIS LER (12)																		
Name <b>H. E. Morgan, Station Manager</b>										TELEPHONE NUMBER								
										AREA CODE <b>7   1   4   3   6   8   -   6   2   4   1</b>								
COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)																		
CAUSE	SYSTEM	COMPONENT	MANUFAC-TURER	REPORTABLE TO NPRDS	//////	CAUSE	SYSTEM	COMPONENT	MANUFAC-TURER	REPORTABLE TO NPRDS	//////							
					//////						//////							
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SUPPLEMENTAL REPORT EXPECTED (14)										Expected Submission Date (15)		Month	Day	Year				
<input type="checkbox"/> Yes (If yes, complete EXPECTED SUBMISSION DATE)										<input checked="" type="checkbox"/> NO								
ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)																		

On February 3, 1988, while reviewing fuel transshipment activities, it was noted that the Spent Fuel Handling Machine (SFHM) (System DB, Component FHM) may have been operated over the fuel storage pool while the Post-Accident Clean-up Units (PACU) were not operable. This is contrary to Technical Specification 3.9.12, "Fuel Handling Building Post-Accident Cleanup Filter System," Action Statement. During periods of no fuel movement within the Fuel Handling Building (FHB) (System ND), each of the six FHB Spent Fuel Hatch (Component DR) panels were secured with only 4 of the approximately 75 screws the design provides, thereby reducing the seismic capability of the hatch below that for which the FHB and PACUs are designed. In this configuration, the PACUs are considered inoperable since a design basis earthquake could result in a loss of FHB leakage integrity. Subsequent investigation of the transshipment activities revealed that with the PACUs inoperable on December 16 and 23, 1989, the SFHM was operated over the spent fuel storage pool with a 40 pound load beam for surveillance testing.

Closure of the hatch was communicated to Operating personnel who, believing that the hatch and thus the PACUs were operable in the above instances, subsequently authorized performance of the SFHM surveillance. The root cause for these events was inadequate procedural controls and an incomplete understanding of the requirements for closure of the FHB hatch. As corrective action, procedures by which the SFHM is operated and tested (i.e, requiring movement or lifts) will be modified to require verification that the FHB hatches are closed with all requisite fasteners prior to such operations.

These events have no safety significance since the SFHM is designed to preclude falling or dropping its load into the spent fuel in the remote event of a design basis earthquake. Furthermore, in the remote event that the 40 pound load beam fell, spent fuel damage could not occur.



*Southern California Edison Company*

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March 6, 1989

U. S. Nuclear Regulatory Commission  
Document Control Desk  
Washington, D.C. 20555

Subject: Docket No. 50-361  
30-Day Report  
Licensee Event Report No. 88-036  
San Onofre Nuclear Generating Station, Unit 2

Pursuant to 10 CFR 50.73(a)(2)(i), this submittal provides the required 30-day written Licensee Event Report (LER) for an occurrence involving an improperly closed Fuel Handling Building Hatch. Neither the health and safety of plant personnel or the public was affected by this occurrence.

If you require any additional information, please so advise.

Sincerely,

*H. E. Morgan*

Enclosure: LER No. 88-036

cc: F. R. Huey (USNRC Senior Resident Inspector, Units 1, 2 and 3)  
J. B. Martin (Regional Administrator, USNRC Region V)  
Institute of Nuclear Power Operations (INPO)

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*11*