

# ACCELERATED DISTRIBUTION DEMONSTRATION SYSTEM

## REGULATORY INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION NBR: 9004160187 DOC. DATE: 90/04/05 NOTARIZED: NO DOCKET #  
 FACIL: 50-250 Turkey Point Plant, Unit 3, Florida Power and Light C 05000250  
 AUTH. NAME AUTHOR AFFILIATION  
 POWELL, D.R. Florida Power & Light Co.  
 HARRIS, K.N. Florida Power & Light Co.  
 RECIP. NAME RECIPIENT AFFILIATION

SUBJECT: LER 90-004-00: on 900306, surveillance test of emergency  
 diesel not completed.

W/9 ltr.

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	EDISON, G	1 1		
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	AEOD/DSP/TPAB	1 1	AEOD/ROAB/DSP	2 2
	DEDRO	1 1	NRR/DET/ECMB 9H	1 1
	NRR/DET/EMEB9H3	1 1	NRR/DET/ESGB 8D	1 1
	NRR/DLPQ/LHFB11	1 1	NRR/DLPQ/LPEB10	1 1
	NRR/DOEA/OEAB11	1 1	NRR/DREP/PRPB11	2 2
	NRR/DST/SELB 8D	1 1	NRR/DST/SICB 7E	1 1
	NRR/DST/SPLB8D1	1 1	NRR/DST/SRXB 8E	1 1
	REG FILE 02	1 1	RES/DSIR/EIB	1 1
	RGN2 FILE 01	1 1		
EXTERNAL:	EG&G STUART, V.A	4 4	L ST LOBBY WARD	1 1
	LPDR	1 1	NRC PDR	1 1
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L-90-111  
10 CFR 50.73

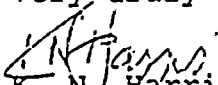
U. S. Nuclear Regulatory Commission  
Attn: Document Control Desk  
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Gentlemen:

Re: Turkey Point Unit 3  
Docket No. 50-250  
Reportable Event: 90-004  
Date of Event: March 6, 1990  
Surveillance Test of Emergency Diesel not Completed

The attached Licensee Event Report is being provided pursuant to the requirements of 10 CFR 50.73 for notification of the subject event.

Very truly yours,

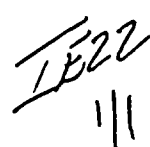
  
K. N. Harris  
Vice President  
Turkey Point Plant Nuclear

KNH/DRP/JEK/rat

cc: Stewart D. Ebnetter, Regional Administrator, Region II, USNRC  
Senior Resident Inspector, USNRC, Turkey Point Plant

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PDR ADOCK 05000250  
S PDC

an FPL Group company



## LICENSEE EVENT REPORT (LER)

FACILITY NAME (1)										DOCKET NUMBER (2)										PAGE (3)																																
Turkey Point Unit 3										0 5 0 0 0 2 5 0										1 OF 0 3																																
TITLE (4)																																																				
Surveillance Test Of Emergency Diesel Not Completed																																																				
EVENT DATE (5)										LER NUMBER (6)										REPORT DATE (7)										OTHER FACILITIES INVOLVED (8)																						
MONTH			DAY			YEAR				YEAR			SEQUENTIAL NUMBER			REVISION NUMBER			MONTH			DAY			YEAR				FACILITY NAMES										DOCKET NUMBER(S)													
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0 3			0 6			9 0				9 0			0 0			4			0 0			0 4			0 5				9 0														0 5 0 0 0									
OPERATING MODE (9)										THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more of the following) (11)																																										
POWER LEVEL (10) 10										20.402(b)										20.406(e)										50.73(a)(2)(iv)										73.71(b)												
										20.406(a)(1)(i)										50.38(e)(1)										50.73(a)(2)(v)										73.71(c)												
										20.406(a)(1)(ii)										50.38(e)(2)										50.73(a)(2)(vi)										OTHER (Specify in Abstract below and in Text, NRC Form 366A)												
										20.406(a)(1)(iii)										50.73(a)(2)(i)										50.73(a)(2)(vii)(A)																						
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20.406(a)(1)(v)										50.73(a)(2)(iii)										50.73(a)(2)(ix)																																
LICENSEE CONTACT FOR THIS LER (12)																																																				
NAME																				TELEPHONE NUMBER																																
David R. Powell, Regulation & Compliance Supervisor																				AREA CODE 3 0 5 2 4 6 - 6 5 5 9																																
COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)																																																				
CAUSE		SYSTEM		COMPONENT		MANUFACTURER		REPORTABLE TO NRC				CAUSE		SYSTEM		COMPONENT		MANUFACTURER		REPORTABLE TO NRC																																
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ABSTRACT (Limit to 1400 spaces, i.e., approximately fifteen single-space typewritten lines) (16)

Technical Specification 3.7.2.b, requires that the B Emergency Diesel Generator (EDG) be tested for operability each 24 hours whenever the A EDG is considered inoperable. On March 6, 1990, the A EDG was declared inoperable because the 480 volt bus, which provides power to the A EDG auxiliary equipment, was tied to a 480 volt bus supplied by the B EDG. Contrary to Technical Specification requirement, the B EDG was not tested on March 4 and 5, 1990. A misinterpretation by a system engineer of a safety evaluation for a Unit 3 4160 volt bus outage was the cause of the non-compliance.

An operability test of the B EDG was run on March 6 as soon as the A EDG was declared inoperable at which time the plant was again in compliance with the Technical Specification surveillance requirement.

This occurrence is reportable in accordance with 10 CFR 50.73 (a) (2) (i) (B).

## LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)				PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER				
Turkey Point Unit 3	0 5 0 0 0 2 5 0	9 0	— 0 0 4	— 0	0	0	2 OF	0 3

TEXT (If more space is required, use additional NRC Form 366A's) (17)

I. EVENT DESCRIPTION

On March 3, 1990, the A Emergency Diesel Generator (EDG) (EIIS: EB Component: DG) was declared back in service after its required 18 month surveillance inspection, loading and load shedding tests that were conducted using the Unit 4 4A 4160 Volt Bus. Unit 3 was in Mode 6 and defueled. Unit 4 was in Mode 1 at 100% rated power. The 4160 volt 3A bus (EIIS: EB Component: BU) was out of service and de-energized. This is allowed by the Technical Specifications. Power to the A EDG auxiliary equipment is provided by the 3A MCC (EIIS: ED) which is normally fed by the A train 3A 480 Volt Load Center (LC) (EIIS: ED) with the alternate feed possible from the B train 3D 480 Volt Load Center. To provide power to the 3A LC during the 3A 4160 Volt bus outage, the 3A LC, which is normally supplied by the 3A 4160 volt bus, was tied to the B train 3B LC. The removal of the normal A train power supply feed to the 3A MCC removed the A train power supply to the A EDG auxiliaries which resulted in the A EDG being inoperable. The A EDG was erroneously returned to service after testing to the Unit 4 4A 4160 Volt bus even though its auxiliaries had not yet been returned to the normal A train power supply. Failure to realize the continued inoperability of the A EDG resulted in not performing the required daily surveillance of the B EDG required by Technical Specification 3.7.2.b.

B EDG operability test was last conducted as required by Technical Specifications 3.7.2.b on March 3 since the A EDG was considered out of service that day. No B EDG operability tests were run on March 4 or 5, 1990. The inoperable status of the A EDG, due to the status of the 3A 4160 Volt bus, was realized on March 6, 1990 and a B EDG operability test was run that day. The 3A 4160 Volt Bus was returned to service and the normal A train supply restored to the A EDG auxiliaries later on March 6, 1990. Daily testing of the B EDG pursuant to Technical Specification 3.7.2.b was then no longer required.

II. EVENT CAUSE

The Safety Evaluation for the 4160 volt bus work analyzed the effect of tying together the load centers at the 480 volt level with the 3A 4 Kv bus out of service. Sections of the Safety Evaluation which discussed return to service of the A EDG, for testing only, were misinterpreted by the system engineer as to allowing return to service for operability from the perspective of Unit 4.



## LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)			PAGE (3)		
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
Turkey Point Unit 3	0 5 0 0 0 2 5 0	9 0	— 0 0 4	— 0 0	0 3	OF	0 3

TEXT (If more space is required, use additional NRC Form 365A's) (17)

**III. EVENT SAFETY ANALYSIS**

The B EDG was operable during the 2 days that it was not tested as demonstrated by the operability test on March 6, 1990. Therefore the health and safety of plant personnel and the public was not affected by the missed surveillance of the B EDG while the A EDG was inoperable.

**IV. CORRECTIVE ACTIONS**

1. Procedures involving the cross tie of A and B train auxiliary power supplies will be revised to reflect that those times any Emergency Diesel Generator auxiliaries are powered from an opposite train power supply, that EDG is to be considered inoperable. This action will be completed by July 1, 1990.
2. The incorrect interpretation of the specific safety evaluation for the subject evolution was discussed with the involved system engineer. System engineers, managers, supervisors and reactor control operators have also been advised that anytime EDG auxiliaries are powered from opposite train power supplies the affected EDG is to be considered inoperable.
3. Discussions have been held with system engineers as to the care which must be taken when interpreting operability determinations in safety evaluations.

**V. ADDITIONAL INFORMATION**

No LERs concerning opposite train cross ties affecting diesel operability have been filed by Turkey Point.

