LICENSEE EVENT REPORT

CONTROL BLOCK: (1) (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01 | N Y J A F 1 (2) | 0 0 - 0 0 0 0 - 0 0 0 (3) | 4 1 1 1 1 (4) | (5)

LICENSEE CODE | LICENSE NUMBER | LICENSE TYPE | CAT

CON'T

01 | REPORT SOURCE L (6) | 0 5 0 0 0 3 3 3 (7) | 0 8 1 9 7 9 (8) | 0 9 1 8 7 9 (9)

DOCKET NUMBER | EVENT DATE | REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 |

03 | SEE ATTACHMENT

04 |

05 |

06 |

07 |

08 |

09 | SYSTEM CODE R B (11) | CAUSE CODE X (12) | CAUSE SUBCODE X (13) | COMPONENT CODE X X X X X X (14) | COMP. SUBCODE Z (15) | VALVE SUBCODE Z (16)

(17) LER RO REPORT NUMBER: EVENT YEAR 7 9 | — | SEQUENTIAL REPORT NO. 0 4 9 | / | OCCURRENCE CODE 0 3 | REPORT TYPE L | — | REVISION NO. 0

ACTION TAKEN A (18) | FUTURE ACTION X (19) | EFFECT ON PLANT Z (20) | SHUTDOWN METHOD Z (21) | HOURS (22) 0 0 0 0 | ATTACHMENT SUBMITTED Y (23) | NPRD-4 FORM SUB. Y (24) | PRIME COMP. SUPPLIER N (25) | COMPONENT MANUFACTURER G 0 8 0 (26)

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 | SEE ATTACHMENT

11 |

12 |

13 |

14 |

15 | FACILITY STATUS G (28) | % POWER 0 0 0 (29) | OTHER STATUS (30) NA | METHOD OF DISCOVERY A (31) | DISCOVERY DESCRIPTION (32) Operator Observation

16 | ACTIVITY RELEASED Z (33) | CONTENT OF RELEASE Z (34) | AMOUNT OF ACTIVITY (35) NA | LOCATION OF RELEASE (36) NA

PERSONNEL EXPOSURES

17 | NUMBER 0 0 0 (37) | TYPE Z (38) | DESCRIPTION (39) NA

PERSONNEL INJURIES

18 | NUMBER 0 0 0 (40) | DESCRIPTION (41) NA

LOSS OF OR DAMAGE TO FACILITY (43)

19 | TYPE Z (42) | DESCRIPTION NA

PUBLICITY

20 | ISSUED N (44) | DESCRIPTION (45) NA | NRC USE ONLY

7909210315

NAME OF PREPARER W. Verne Childs PHONE: (315) 342-3840

GPO 917-926

POWER AUTHORITY OF THE STATE OF NEW YORK
JAMES A. FITZPATRICK NUCLEAR POWER PLANT

DOCKET NO. 50-333

ATTACHMENT TO LER 79-049/03L-0

While in the cold condition and with the mode switch in the refuel position during the conduct of control rod drive venting and timing, control rod drive 22-07 could not be positively shown to be coupled to its control rod. Attempts to recouple the control rod in accordance with approved plant procedures did not result in a positive coupling indication in each coupling test.

Since each control rod is required to be coupled to its drive or completely inserted in accordance with Technical Specifications Appendix A, Paragraph 3.3.B.1, the event is considered to be a case in which a degraded mode existed. Since the tests being conducted were being performed with the mode switch in the refuel position which limits control rod withdrawal to a single control rod and no other control rods were withdrawn, the event did not represent any significant hazard to the public health and safety.

Additional testing, timing and analysis of the control rod drives control signals did not yield any indication as to the cause of the intermittent coupling indication. Additional testing designed to verify proper coupling of the control rod drive and its control rod resulted in positive indication coupling in each case. However, in order to remove any doubt with respect to the operability of the control rod drive or the indications of the coupling, the control rod drive was replaced and the old drive will be inspected to determine the possible cause of the intermittent coupling indication. As of the date of this report, the control rod drive disassembly has not been completed. When such work is complete, a follow up report will be submitted.

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