

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



JOHN D. LEONARD, JR.
Resident Manager

November 28, 1979
JAFP-79-663

P.O. BOX 41
Lycoming, New York 13093
315-342-3840

Mr. Boyce H. Grier
United States Nuclear Regulatory Commission
Region 1
631 Park Avenue
King of Prussia, Pennsylvania 19406

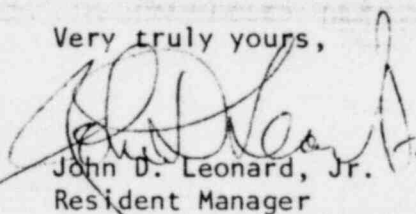
Reference: Docket No. 50-333 Licensee Event Report: 79-098/03L-0

Dear Mr. Grier:

We have enclosed the referenced Licensee Event Report in accordance with Section 6.0 of Technical Specifications and USNRC Regulatory Guide 1.16.

If there are any questions concerning this report, please contact Mr. W. Verne Childs at 315-342-3840, Extension 207.

Very truly yours,



John D. Leonard, Jr.
Resident Manager

JDL:VC:jnk
Enclosure

CC: USNRC Director, Office of Inspection & Enforcement (30 copies)
USNRC Director, Office of Management Information & Program Control (3 copies)
Internal Power Authority Distribution

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DOCKET NO. 50-333

ATTACHMENT TO LER 79-098/03L-0

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During normal operation while conducting surveillance testing under F-ISP-26 titled "Radwaste Building Exhaust Monitor" to satisfy the requirements of Technical Specifications Appendix A, Table 4.2-4 monitor 17-RIS-458B was found operating improperly. While the monitor and output indication was operating properly, the unit's "inoperable" trip function had failed in such a manner as to result in a continuous "inoperable" trip output. This failure is considered as failure in the conservative direction which would have resulted in isolation of the Radwaste Building Ventilation System when the redundant monitor provided a trip signal. In addition, the redundant monitor was fully operable. Therefore, the event did not represent a significant hazard to the public health and safety.

Investigation revealed failure of the unit's inoperable trip circuit. Following replacement of the printed circuit board containing the trip circuit on the following day, the instrument was demonstrated operable by successful completion of F-ISP-26 and returned to service.

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