

DUKE POWER COMPANY

POWER BUILDING

422 SOUTH CHURCH STREET, CHARLOTTE, N. C. 28242

WILLIAM O. PARKER, JR.
VICE PRESIDENT
STEAM PRODUCTION

September 11, 1981

TELEPHONE: AREA 704
373-4083

Mr. James P. O'Reilly, Director
U. S. Nuclear Regulatory Commission
Region II
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303

Re: Catawba Nuclear Station
Units 1 and 2
Docket Nos. 50-413 and 50-414



Dear Mr. O'Reilly:

Pursuant to 10 CFR 50.55e, please find attached Significant Deficiency Report SD 413-414/81-19.

Very truly yours,

William O. Parker Jr.
William O. Parker, Jr. *By [Signature]*

RWO:ls
Attachment

cc: Director
Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Resident Inspector
Nuclear Regulatory Commission
Catawba Nuclear Station

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CATAWBA NUCLEAR STATION

REPORT NUMBER: SD-413, 414/81-19

REPORT DATE: September 11, 1981

FACILITY: Catawba Nuclear Station, Units 1 and 2

IDENTIFICATION OF DEFICIENCY: Improper source of control air supplying the Diesel Generator Engine Control Panel.

INITIAL REPORT: On August 13, 1981, Mr. J. Bryant of NRC Region II, Atlanta, Georgia was notified of this deficiency by Mr. L. M. Coggins and Mr. R. I. Misenheimer of Duke Power Company, Charlotte, NC.

DESCRIPTION OF DEFICIENCY: During a review of the Diesel Generator Engine Starting Air System, it was discovered that the source of control air to the Diesel Generator Engine Control Panel was not safety-related. In the event of a design basis accident, the potential loss of control air to the engine control panel could render both redundant diesel generators inoperable.

ANALYSIS OF SAFETY IMPLICATIONS: Failure of the control air supply to the engine control panel could negate the operation of the safety-related redundant diesel generators of the standby emergency power supply. These diesel generators are essential for supplying emergency power in the event of a station blackout, or a design basis accident coincident with a loss of offsite power. This deficiency applies only to Catawba Nuclear Station and is not applicable to any of the other Duke nuclear stations.

CORRECTIVE ACTION: The Diesel Generator Starting Air Tanks provide a source of safety related air. A section of safety-related Duke Class C piping will be added to a spare 1/2" instrument connection on these air tanks to furnish the engine control panel with safety-related air. Each engine control panel will be connected to the two redundant air tanks provided for its particular engine.