

LICENSEE EVENT REPORT (LER)

FACILITY NAME (1) EDWIN I. HATCH, UNIT I										DOCKET NUMBER (2) 0 5 0 0 0 3 2 1					PAGE (3) 1 OF 0 3							
TITLE (4) FAILURE TO PERFORM TESTING PER TECHNICAL SPECIFICATIONS																						
EVENT DATE (5)			LER NUMBER (8)				REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)												
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAMES				DOCKET NUMBER(S)									
0	1	0	6	8	6	8	6	0	0	2	0	0	0	2	0	5	8	6	0 5 0 0 0			
OPERATING MODE (9) 5			THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR § (Check one or more of the following) (11)																			
POWER LEVEL (10) 0 1 0 0			20.402(b)				20.406(c)				50.73(a)(2)(iv)				73.71(b)							
			20.406(a)(1)(i)				50.36(c)(1)				50.73(a)(2)(v)				73.71(e)							
			20.406(a)(1)(ii)				50.36(c)(2)				50.73(a)(2)(vii)				OTHER (Specify in Abstract below and in Text, NRC Form 366A)							
			20.406(a)(1)(iii)				50.73(a)(2)(ii)				50.73(a)(2)(viii)(A)											
			20.406(a)(1)(iv)				50.73(a)(2)(ii)				50.73(a)(2)(viii)(B)											
20.406(a)(1)(v)				50.73(a)(2)(iii)				50.73(a)(2)(xi)														
LICENSEE CONTACT FOR THIS LER (12)																						
NAME Raymond D. Baker, Licensing Manager - Hatch										TELEPHONE NUMBER AREA CODE 4 0 4 5 2 6 - 7 0 1 6												
COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)																						
CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPDs		CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPDs												
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)																						
<p>On 1/6/86, with the unit in a refueling outage, plant personnel determined that the 4160 volt auto bus transfer circuitry was not being tested in the manner intended by Technical Specifications Section 4.9.A.7.b.1.</p> <p>Based on an earlier understanding of certain requirements contained in the Technical Specifications, verification of the automatic closure of the alternate feeder breakers for the 4160 volt emergency busses was not specified in procedure 42SV-R43-001-1. It has now been determined, based on a revised interpretation of those requirements by plant engineering personnel, that such verification is required by Technical Specification Section 4.9.A.7.b.1.</p> <p>Procedure 42SV-R43-001-1 is being revised to provide for testing of the auto closure feature of the alternate supply breakers. The breakers will be proven operable prior to reactor startup.</p> <p>Since no failure of the automatic bus transfer logic occurred, there were no adverse plant safety consequences nor were the health and safety of the public affected as a result of this event.</p>																						
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LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

U.S. NUCLEAR REGULATORY COMMISSION

APPROVED OMB NO. 3150-0104
EXPIRES 8/31/85

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		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER			
EDWIN I. HATCH, UNIT I	0 5 0 0 0 3 2 1	8 6	- 0 0 2	- 0 0 0	2	OF	0 3

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

This 30 day LER is required by 10CFR 50.73(a)(2)(i)(b) since Unit 1 Technical Specifications Section 4.9.A.7.b.1 imposes testing requirements which are not satisfied by existing plant procedures.

On 1/6/86, with the unit in a refueling outage, non-licensed plant engineering personnel, after reviewing Institute of Nuclear Power Operations (INPO) Significant Event Report (SER) 47-85, determined that the 4160 volt auto bus transfer circuitry was apparently not being tested in the manner intended by Technical Specifications Section 4.9.A.7.b.1. Plant management concurred with this engineering finding of testing inadequacy, following a review of the event.

Technical Specifications require that once each scheduled refueling outage, an undervoltage condition be simulated on each start bus to demonstrate that the diesel generators will start, that the 4160 volt load shedding logic is operable, and that the automatic bus transfer circuits are operable. Both the degraded voltage and the loss of offsite power (LOSP) relays are required to be tested during the undervoltage simulations.

The "DIESEL GENERATOR LOCA/LOSP SURVEILLANCE TEST" procedure (42SV-R43-001-1), which is performed every refueling outage, verifies that the undervoltage relays will initiate load shedding of the bus. However, it does not verify the automatic closure of the alternate feeder breaker on loss of normal power to the bus. During performance of that procedure, the alternate feeder breaker is manually prevented from closing when the normal feeder is tripped in order to verify that the diesel generator output breaker will close on a dead bus.

There were no actual adverse safety consequences as a result of this event nor were the health and safety of the public affected since an actual failure of the alternate breaker (and the associated transfer logic) to properly function has not occurred. Furthermore, had such a failure occurred, the emergency diesel generators would have been operable and capable of supplying power to the emergency busses as required by Technical Specifications.

This event was the result of an inadequate procedure (42SV-R43-001-1), in that it did not verify the proper operation of the alternate feeder breaker as intended by Technical Specifications. This event specifically resulted from past interpretation by plant non-licensed engineering personnel of the following statement in Technical Specifications Section 4.9.A.7.b.1: "The test of the undervoltage logic shall demonstrate the operability of the 4160 volt load shedding and auto bus transfer circuits." Originally, those circuits were assumed to be part of the logic system which automatically closed the Diesel Generator output breaker to supply emergency power to the applicable 4160 volt emergency bus. As a result of the review by plant personnel of INPO SER 47-85, it has now been determined that the statement, "auto bus transfer circuits" refers to the logic system which closes the Alternate Supply Breaker for that bus upon loss of the normal power supply (opening of the normal supply breaker).

Procedure 42SV-R43-001-1 is being revised to provide for testing of the automatic closure feature of the alternate supply breakers. Those breakers will be proven operable prior to reactor startup. Additionally, the correct interpretation of Technical Specifications Section 4.9.A.7.b.1 will be provided to the appropriate plant personnel. These corrective actions should be sufficient to prevent recurrence of this type of event.

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

Previous similar events in which procedures did not meet the requirements of Technical Specifications were reported in LER 50-366/1985-028. At that time, a "line-by-line" Technical Specifications review was initiated in order to eliminate errors of this nature. This particular error was not detected because procedure 42SV-R43-001-1 was determined at that time to fulfill the requirements of Technical Specifications Section 4.9.7.A.b.1, based on the previously referenced initial interpretation performed by plant personnel.

This event does not affect Unit 2 because Technical Specifications Section 4.8.1.1.1 for that unit requires testing of the automatic closure feature of the emergency bus alternate supply breakers at least once every 18 months. This requirement is implemented on Unit 2 by the "18 MONTHS DIESEL GENERATOR SURVEILLANCE TESTS - PART 1" procedure (42SV-R43-002-2).

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L. T. Gucwa
Manager Nuclear Safety and
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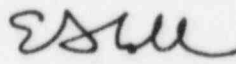
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February 5, 1986

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

Attached is Licensee Event Report 50-321/1986-002. This report meets the reporting requirements of 10 CFR 50.73(a)(2)(i)(b).

Very truly yours,


for L. T. Gucwa

CBS/lc

Attachment

c: Mr. J. T. Beckham, Jr.
Mr. H. C. Nix, Jr.
NRC-Region II
GO-NORMS

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