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Nuclear Management Company, LLC
Point Beach Nuclear Plant
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U.S. NUCLEAR REGULATORY COMMISSION
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10 CFR 50 73

Ladies/Gentlemen:

Docket Numbers 50-266 and 50-301
Point Beach Nuclear Plant, Units 1 and 2
Licensee Event Report 266/2002-003-00
POSSIBLE COMMON MODE FAILURE OF AFW DUE TO PARTIAL CLOGGING OF RECIRCULATION ORIFICES

Enclosed is Licensee Event Report 266/2002-003-00 for the Point Beach Nuclear Plant, Units 1 and 2. This report discusses the discovery of a possible common mode failure mechanism that potentially could have resulted in the partial clogging of the flow restricting orifices in the recirculation line for the auxiliary feed water system pumps.

Corrective actions, completed and proposed, have been identified in the attached report. New commitments have been identified in italics.

If you have questions concerning the information provided in this report, please contact Mr. C. W. Krause at (920) 755-6809.

Sincerely,

A. J. Cayia
Site Vice President

Enclosure

CWK/kmd

cc: NRC Regional Administrator
NRC Resident Inspector
NRC Project Manager
PSCW

A1363

NRC FORM 366 (7-2001) U.S. NUCLEAR REGULATORY COMMISSION

APPROVED BY OMB NO. 3150-0104 EXPIRES 7/31/2004

Estimated burden per response to comply with this mandatory information collection request: 50 hours. Reported lessons learned are incorporated into the licensing process and fed back to industry. Send comments regarding burden estimate to the Records Management Branch (T-6 E6), U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, or by internet e-mail to bjs1@nrc.gov, and to the Desk Officer, Office of Information and Regulatory Affairs, NEOB-10202, (3150-0104), Office of Management and Budget, Washington, DC 20503. If a means used to impose an information collection does not display a currently valid OMB control number, the NRC may not conduct or sponsor, and a person is not required to respond to, the information collection.

LICENSEE EVENT REPORT (LER)

(See reverse for required number of digits/characters for each block)

FACILITY NAME (1)	DOCKET NUMBER (2)	PAGE (3)
POINT BEACH NUCLEAR PLANT UNIT 1	05000266	1 OF 5

TITLE (4)
POSSIBLE COMMON MODE FAILURE OF AFW DUE TO PARTIAL CLOGGING OF RECIRCULATION ORIFICES

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)	
MO	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REV NO	MO	DAY	YEAR	FACILITY NAME	DOCKET NUMBER
10	29	2002	2002	- 003	- 00	12	20	2002	Point Beach Unit 2	05000301
									FACILITY NAME	DOCKET NUMBER 05000

		THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR: (Check all that apply) (11)			
OPERATING MODE (9)	1	20.2201(b)	20.2203(a)(3)(ii)	50.73(a)(2)(ii)(B)	50.73(a)(2)(ix)(A)
POWER LEVEL (10)	100	20.2201(d)	20.2203(a)(4)	50.73(a)(2)(iii)	50.73(a)(2)(x)
		20.2203(a)(1)	50.36(c)(1)(i)(A)	50.73(a)(2)(iv)(A)	73.71(a)(4)
		20.2203(a)(2)(i)	50.36(c)(1)(ii)(A)	50.73(a)(2)(v)(A)	73.71(a)(5)
		20.2203(a)(2)(ii)	50.36(c)(2)	50.73(a)(2)(v)(B)	OTHER Specify in Abstract below or in NRC Form 366A
		20.2203(a)(2)(iii)	50.46(a)(3)(ii)	50.73(a)(2)(v)(C)	
		20.2203(a)(2)(iv)	50.73(a)(2)(i)(A)	X 50.73(a)(2)(v)(D)	
		20.2203(a)(2)(v)	50.73(a)(2)(i)(B)	50.73(a)(2)(vii)	
		20.2203(a)(2)(vi)	50.73(a)(2)(i)(C)	50.73(a)(2)(viii)(A)	
		20.2203(a)(3)(i)	50.73(a)(2)(ii)(A)	50.73(a)(2)(viii)(B)	

LICENSEE CONTACT FOR THIS LER (12)

NAME	TELEPHONE NUMBER (Include Area Code)
Charles Wm. Krause, Senior Regulatory Compliance Engineer	(920) 755-6809

COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANU-FACTURER	REPORTABLE TO EPIX		CAUSE	SYSTEM	COMPONENT	MANU-FACTURER	REPORTABLE TO EPIX

SUPPLEMENTAL REPORT EXPECTED (14)			EXPECTED SUBMISSION DATE (15)	MONTH	DAY	YEAR
X	YES (If yes, complete EXPECTED SUBMISSION DATE)	NO		02	15	2003

ABSTRACT (Limit to 1400 spaces, i.e., approximately 15 single-spaced typewritten lines) (16)

On October 24, 2002, while conducting post maintenance testing of the P-38A motor driven auxiliary feedwater pump, recirculation flow was slightly reduced. Initial investigations discovered that the flow restricting orifice in the recirculation line from the pump discharge to the condensate storage tanks was partially restricted. Following engineering analyses and evaluations, NMC concluded on October 29, 2002, that the potential existed under specific conditions for a common mode failure mechanism to result in the plugging of the orifices in the recirculation lines for all four AFW pumps. This could result in the loss of safety function if the discharge from the AFW pumps were throttled and inadequate flow existed in the recirculation line to preclude pump failure due to overheating. An ENS notification was made on October 29, and interim compensatory measures consisting of crew briefings and information posting were completed which restored the AFW system to operable status. Additional actions included temporary procedure changes and training for the operators. Analysis and evaluation of the susceptibility of the AFW system to this failure mode and assessment of the safety significance of this postulated condition are continuing. The results of those evaluations will be provided in a supplement to this LER.

NRC FORM 366A (7-2001)

U.S. NUCLEAR REGULATORY COMMISSION

LICENSEE EVENT REPORT (LER)

TEXT CONTINUATION

FACILITY NAME	DOCKET NUMBER	LER NUMBER			PAGE NUMBER
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	
Point Beach Nuclear Plant Unit 1	05000266	2002	003	00	2 OF 3

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

Event Description:

At 10:27AM CST on October 29, 2002 with both units operating at full power, the auxiliary feed water (AFW) system [BA] for the Point Beach Nuclear Plant (PBNP), Units 1 and 2, was declared inoperable. The system was declared inoperable due to a concern for a single mechanism to result in the failure of all four of the AFW pumps [P] under specific conditions. The concern for this common mode failure was identified by NMC personnel while conducting an extent of condition evaluation for the reduced recirculation flow on the P-38A AFW pump. This reduced flow was observed during post maintenance surveillance testing of the P-38A motor driven AFW pump on October 24, 2002. During that test, the recirculation line flow was observed to be approximately 64 gpm. Normal flow for this recirculation line is approximately 75 gpm. The minimum acceptable flow for this pump by the test procedure is 70 gpm. This discrepancy was documented and entered in the PBNP corrective action program (CAP 29906). After additional venting of the flow transmitter and recalibration of the flow instrument [FT], the P-38A AFW pump was started and tested again; however, the observed recirculation flow was essentially unchanged. Following that test run the recirculation flow orifice [OR] was removed and inspected. The inspection revealed debris in the flow restricting orifice that appeared to be corrosion particles.

The AFW flow restricting orifices use a multi-stage anti-cavitation trim package installed in the body of a globe valve [FCV] to limit flow. This style of orifice or flow restrictor was installed in the AFW recirculation lines by plant modifications over the past few years to rectify piping problems related to cavitation at the old orifices. This type of flow restrictor uses very small channel shaped holes (approximately 15 mils by 90 mils) in each stage along with a torturous path to limit flow and prevent cavitation. After removal of the orifice internals, partial blockage was observed in 24 of the 54 holes in the outermost sleeve. No additional particles were found on any of the inner sleeves. Samples of the particles removed from the orifice were retained for analysis. A boroscope inspection of the recirculation piping at the orifice location revealed no evidence of debris. Following cleaning and reassembly, the orifice was reinstalled and the P-38A AFW pump retested using procedure IT-10, "Test of Electrically Driven Auxiliary Feed Pumps and Valves (Quarterly)." This test was successfully completed with an indicated recirculation flow of about 75 gpm. Testing was also successfully completed on the other three AFW pumps to verify acceptable recirculation flow. All four pumps were back in service at 1206 on October 25, 2002.

During the next several days NMC personnel evaluated the implications of the orifice plugging event. An apparent cause evaluation was initiated with specific directions to assess and evaluate the potential extent of condition. An action plan was developed to identify the source of the foreign material found in the flow orifice and to determine what other testing or flushing would be required to assure that future plugging did not occur. At this time the operability of the AFW system was not in question because of the recent operating experience with the pumps, and the successful verification of recirculation flows on October 25, 2002.

As the investigations continued, questions developed concerning the operability of the AFW system while supplied by its safety related water supply, the service water system [BI]. Although the service water supply is provided through a basket strainer [STR], it was recognized that the strainer mesh is 1/8 inch and the orifice channel holes are much finer. These concerns culminated in a meeting early on October 29 at which NMC concluded that there was no longer a reasonable assurance that operation of the AFW system on its safety related suction source of service water would not result in potential AFW recirculation orifice plugging from service water debris. In a worst case scenario, NMC determined that it may be possible, although unlikely, for each of the four flow control orifices, each associated with one of the four AFW pumps, to restrict the flow through the associated recirculation line. Under such conditions, it is hypothesized that if the discharge valves for the AFW pumps are throttled, adequate flow may be unavailable through the recirculation line to avoid over heating the pumps, and pump damage could occur.

At 1027 on October 29, 2002, all four AFW pumps were declared inoperable. Both units entered TSAC 3.7.5.E and required action 3.7.5.E.1 which directs immediate action to restore an AFW system to operable status. Immediate corrective actions consisted of briefing the on-shift crew of the potential consequences of restricted recirculation flow.

LICENSEE EVENT REPORT (LER)
TEXT CONTINUATION

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)			PAGE (3)
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	
Point Beach Nuclear Plant Unit 1	05000266	2002	- 003 -	00	3 OF 5

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

The operators were also directed to secure a running AFW pump if the pump discharge flows should be decreased to less than 50 gpm for the motor drive pumps or 75 gpm for the turbine driven pumps. These flow rates are substantially above the point at which pump damage could occur. Information tags were placed at the AFW pump flow indicators [FI] on the main control boards to convey that information. These actions were completed at 1305 CST. At that time, with these administrative controls in place, NMC declared the AFWS operable. An incident investigation was initiated to collect and confirm the facts of this event description beginning with the discovery of the P-38A AFW pump degraded recirculation flow during post maintenance testing and concluding with the decision to declare the AFW system inoperable.

In accordance with 10 CFR 50.72(b)(3)(v) an eight hour ENS notification (ENS #39330) was made at 1711 CST on October 29, 2002, for "Any event or condition that at the time of discovery could have prevented the fulfillment of the safety function of structures or systems that are needed to . (5) Remove residual heat ... or (D) Mitigate the consequences of an accident."

Cause:

A multi-discipline event resolution team was appointed to identify and resolve the issues associated with the discovery of this condition. Activities included initiation of a root cause evaluation (RCE) to determine the root and contributing causes for the postulated common mode failure that would render all AFW pump recirculation lines with restricted flow rates. The RCE has preliminarily concluded that the inadequate design resulted from a safety evaluation that reached erroneous conclusions based on unverified information. This resulted in key information regarding important design functions being omitted from the safety evaluation.

The RCE further has identified that another modification, unrelated to the orifice modification, to upgrade the AFW recirculation open function to safety-related, which was completed earlier this year, also did not evaluate the susceptibility of the recirculation line orifices to plugging. The RCE initial assessment indicates that time and schedule pressures resulting from inadequate planning, combined with an evolution that was infrequently performed (specifically a safety function upgrade), may have contributed to an inadequate design review of the AFW recirculation line components.

Corrective Actions:

Immediate compensatory actions to restore the operability of the AFW system were identified in the Event Description.

Interim Corrective Actions included:

- On coming operating crews were briefed on this potential failure mode and the necessity to maintain adequate AFW pump forward flow or to secure the pumps.
- An operability determination was completed at 1850 on October 30 which concluded that the AFW pumps were operable but non-conforming because the AFW pump recirculation paths described in the FSAR may not be available under all operating transient conditions.
- Changes were made to affected AOPs, EOPs and other critical procedures to ensure that minimum forward flow is maintained through the AFW pumps or the pumps were secured. These changes were completed on November 7, 2002.
- Just-in-time operator training on the procedure changes to establish appropriate operator guidance for accident sequences of interest was conducted for selected licensed operators prior to assuming the watch starting on November 9, 2002.

- An independent evaluation of the procedure changes, the adequacy of the briefings and training provided to the crews, and the effectiveness of the temporary information tags was completed
- An objective evaluation of the decision to declare the AFW system operable after taking the immediate actions on October 29 was also completed
- An assessment of flow restricting devices in use in safety related applications at PBNP was completed. None of the other safety related flow restricting devices at PBNP were found to be susceptible to small particle clogging.

Additional corrective actions proposed or underway include:

Evaluate hydraulic system response to determine if the orifices could actually become plugged

Evaluate a redesign of the recirculation line orifices with an aperture size of greater than 1/8 inch.

Evaluate the AFW system to determine the source of the potential corrosion products.

Revise training materials and review the licensing basis documents to ensure that they accurately describe the AFW recirculation line design functions during accident conditions

Other corrective actions identified in the completed RCE will be entered into and tracked to completion in the PBNP corrective action program.

Component and System Description:

The following component and system description comes from Section 10.2 of the PBNP FSAR

The auxiliary feedwater system consists of two electric motor-driven pumps, two steam turbine-driven pumps, pump suction and discharge piping, and the controls and instrumentation necessary for operation of the system. Redundancy is provided by utilizing two different pumping methods, two different sources of power for the pumps, and two sources of water supply to the pumps. The AFWS is categorized as seismic Class I and is designed to ensure that a single fault will not obstruct the system function.

One AFWS water source uses a steam turbine-driven pump for each unit with the steam capable of being supplied from either or both steam generators [SG]. Each turbine driven pump is capable of supplying 400 gpm of feedwater to its dedicated unit, or 200 gpm to each steam generator through normally throttled motor-operated discharge valves. The feedwater flow rate from the turbine-driven auxiliary feedwater pump depends on the throttle position of these motor operated valves (MOVs). Each pump has an AOV controlled recirculation line back to the condensate storage tanks to ensure minimum flow to dissipate pump heat. The pump drive is a single-stage turbine, capable of quick starts from cold standby and is directly connected to the pump. The turbine is started by opening either one or both of the isolation valves between the turbine supply steam header and the main steam lines upstream of the main steam isolation valves. The turbine and pump are normally cooled by service water with an alternate source of cooling water from the firewater system [KP].

The other AFW source is common to both units and uses two similar motor-driven pumps each capable of obtaining its electrical power from the plant emergency diesel generators. Each pump has a capacity of 200 gpm with one pump capable of supplying the "A" steam generator in either or both units through an AOV back-pressure control valve and normally closed MOVs and with the other pump capable of supplying the "B" steam generator in either or both units through an AOV back-pressure control valve and normally closed MOVs.

FACILITY NAME (1)	DOCKET NUMBER (2)	LER NUMBER (6)			PAGE (3)
		YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	
Point Beach Nuclear Plant Unit 1	05000266	2002	- 003	- 00	5 OF 5

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

Both back-pressure control valves fail open when instrument air to the valves is lost. The discharge valves are provided with a backup nitrogen supply to provide pneumatic pressure in the event of a loss of instrument air. This backup supply assures that the discharge valves do not move to the full open position which, combined with low steam generator pressures, may cause the pump motor to trip on over-current due to high flow conditions. Each pump has an AOV controlled recirculation line back to the condensate storage tanks to ensure minimum flow to prevent hydraulic instabilities and dissipate pump heat. The discharge headers also provide piping, valves, and tanks for chemical additions to any steam generator. The pump bearings are ring lubricated and bearing oil is cooled by service water.

The water supply source for the auxiliary feedwater system is redundant. The normal source is by gravity feed from two nominal capacity 45,000 gallon condensate storage tanks (CST) [TK], while the safety-related supply is taken from the plant service water system whose pumps are powered from the diesel generators [EK], if station power is lost.

Safety Assessment:

As part of the event resolution activities associated with this postulated event, NMC, with the assistance of outside expert contractors, is evaluating the AFW system hydraulic response to determine if the orifices could become plugged given realistic system operating scenarios. The NMC probabilistic risk assessment (PRA) engineers are also evaluating the risk significance of the potential common mode failure identified in this LER. Additional analytical results will be needed to complete the probability analysis to determine the frequency of orifice plugging assuming AFW system suction from the CSTs or service water. These items include the hydraulic response determinations mentioned previously, analysis of the corrosion products found in the orifice, and the analysis of CST and service water sediment. The results of these analyses and our conclusions concerning the safety significance of this event will be provided in a supplement to this LER.

Similar Occurrences:

A review of recent LERs (past two years) identified the following events which involved the potential for a loss of safety function involving the auxiliary feedwater system.

LER NUMBER	Title
266/2001-005-00	PRA Assessment of Auxiliary Feedwater System Reveals Procedural Inadequacy Related to Loss of Instrument Air
266/2001-006-00	Appendix R Requirements Not Satisfied for Unanalyzed Fire Induced Damage to the Auxiliary Feedwater System