

W. Grover Hettel Columbia Generating Station P.O. Box 968, PE23 Richland, WA 99352-0968 Ph. 509.377.8311 | F. 509.377.4150 wghettel@energy-northwest.com

August 20, 2013 GO2-13-119

10 CFR 50.73

U.S. Nuclear Regulatory Commission ATTN: Document Control Desk Washington, D.C. 20555-0001

## Subject: COLUMBIA GENERATING STATION, DOCKET NO. 50-397 LICENSEE EVENT REPORT NO. 2013-006-00

Dear Sir or Madam:

Transmitted herewith is Licensee Event Report No. 2013-006-00 for Columbia Generating Station. This report is submitted pursuant to 10 CFR 50.73(a)(2)(v)(B) and 50.73(a)(2)(v)(D).

There are no commitments being made to the NRC by this letter. If you have any questions or require additional information, please contact Mr. J. R. Trautvetter, Regulatory Compliance Supervisor, at (509) 377-4337.

Respectfully,

W. G. Hettel Vice President, Operations

Enclosure: Licensee Event Report 2013-006-00

cc: NRC Region IV Administrator NRC NRR Project Manager NRC Senior Resident Inspector/988C A. J. Rapacz – BPA/1399 W.A. Horin – Winston & Strawn

| NRC FORM<br>(10-2010)   | JCEN<br>(Sei<br>di   | U.S. I<br>ISEE<br>e rever<br>igits/ch               | NUCLEAR R<br>EVENT R<br>se for requin<br>aracters for   | EGULATORY<br>EPORT (L<br>red number o<br>each block)   | COMMIS<br>ER)  | SION AF<br>Es<br>800<br>fe<br>Se<br>00<br>01<br>Ma<br>inf<br>Ni<br>inf   | PPROVE<br>trimated b<br>hours. F<br>d back to<br>action (T-5<br>101, or by<br>filce of infr<br>anagement<br>ormation<br>aC may n<br>formation   | D BY OMB N<br>urden per res<br>leported less<br>industry. Sen<br>5 F53), U.S. N<br>internet e-ma<br>ormation and<br>t and Budget<br>collection doe<br>ot conduct or<br>collection. | NO. 3150-010<br>sponse to com<br>ons learned an<br>d comments in<br>luclear Regula<br>il to <u>infocollec</u><br>Regulatory Af<br>t, Washington,<br>as not display<br>sponsor, and   | 4<br>ply with<br>e incorp<br>egarding<br>tory Coi<br>ts.resou<br>fairs, NE<br>DC 205<br>a curren<br>a persor              | this man<br>orated int<br>g burden<br>mmission<br>rce@nrc.<br>OB-1020<br>i03. If a r<br>tiy valid C<br>n is not re | E<br>datory o<br>to the life<br>estimat<br>, Wash<br><u>gov</u> , an<br>02 (315<br>means<br>DMB co<br>oquired | XPIRE<br>collectio<br>censing<br>e to the<br>ington,<br>d to the<br>0-0104)<br>used to<br>ntrol nu<br>to respo | S 10/31/2013<br>n request:<br>process and<br>FOIA/Privacy<br>DC 20555-<br>Desk Officer,<br>Office of<br>impose an<br>imber, the<br>ond to, the    |  |
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| 4. TITLE<br>Accident  | al swi   | itch bu   | ump make  | s High Pre   | essure   | Core Sp  | oray an   | d Diesel   | Inoperabl  | e   |  |   |  |   |  |
| 5. EVE  | ENT DA   | TE  | 6.  | 6. LER NUMBER I  |  |  | 7. REPORT DATE  |  |  | 8. OTHER FACILITIES   |  |   |  | INVOLVED  |  |
| MONTH I   | DAY  | YEAR  | YEAR  | SEQUENTIAL<br>NUMBER   | REV<br>NO.   | MONTH  | DAY   | YEAR   | FACILITY   | IAME  | DOCK   |   | (ET NUMBER   |   |  |
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<b>PSUANT</b><br>(3(a)(3)(i)<br>(3(a)(3)(ii)<br>(3(a)(4)<br>(3(a)(4)<br>(3(a)(4)<br>(3)(i)(A)<br>(2)(2)<br>(3)(ii)<br>(3)(ii)<br>(3)(ii)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A)<br>(3)(i)(A 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| FACILITY N  |  |   |   |  | 12. LICE   | NSEE COI   | NTACT F   | OR THIS LE   |  | EPHO  |  | BER (   | nclude   | Area Code)  |  |
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|   |  |   | 13. COMPLE  | TE ONE LINE  | FOR EA   | CH COMP  | ONENT   | FAILURE DE   | ESCRIBED I   | THIS  | REPORT   | r   | a statut i di Canada a   |   |  |
| CAUSE   | SYS  | TEM   | COMPONENT   | MANU-<br>FACTURE   | R  | TO EPIX  |   | CAUSE  | SYSTEM   | COMP  | ONENT  | MAN<br>FACTU  | U-<br>RER  | REPORTABLE<br>TO EPIX   |  |
|   |  |   |   |  |  |  |   |  |  |   |  |   |  |   |  |
| YES (If   | yes, co  | 14.<br>omplete                                      | SUPPLEME  | NTAL REPOR   | T EXPEC  | <b>TED</b><br>5)   | N 🛛   | 0  | 15. EXPECT<br>SUBMISSIC<br>DATE  | ED<br>N   | MONTI  | H   | DAY  | YEAR  |  |
| ABSTRA<br>On June 2<br>against th<br>annunciat<br>ascertaini<br>switch op | ACT (1<br>27, 20<br>le cont<br>tor ala<br>ing wh<br>erated | Limit to<br>13 at<br>trol sw<br>irm in t<br>nat had | 1400 space<br>17:58 hourn<br>titch [JS] fo<br>the main co<br>happened<br>othly. The   | es, i.e., appro<br>s a laborer y<br>or the Diesel<br>ontrol room,<br>l by questio<br>Diesel Mixe   | was exit<br>Mixed<br>an ope<br>ning the  | 15 single<br>ing the I<br>Air fan [I<br>rations s<br>laborer<br>n was ba   | Diesel (<br>FAN] ca<br>upervis<br>, the op  | d typewritte<br>denerator<br>iusing it to<br>for procee<br>erator turn<br>ervice at 1  | IDG] 3 Roo<br>turn to the<br>ded to the<br>ned the fan<br>8:19 hours   | om wh<br>OFF<br>Diese<br>contr  | en he i<br>positio<br>I Gener<br>ol switc<br>le fan v  | nadvo<br>n. In<br>rator :<br>ch bao   | ertent<br>respo<br>3 Roo<br>2k to (  | ly brushed<br>onse to an<br>om. After<br>ON and the<br>able for   |  |

approximately 21 minutes.

With the Diesel Mixed Air fan switch in the OFF position, the following supported equipment were declared inoperable and the appropriate Technical Specifications were entered: Diesel Generator 3, High Pressure Core Spray (HPCS) [BJ], Division 3 125 VDC battery charger [BYC], Division 3 battery [BTRY], and the Division 3 AC electrical power distribution system [JX].

The loss of the HPCS system resulted in the temporary loss of safety function for a single train system. There was no radiological release associated with this event. No safety system actuations or isolations occurred. The licensee notified the NRC Resident Inspector and Event Notification No. 49152 was submitted.



| LICENSEE EVENT RE<br>CONTINUATION<br>1. FACILITY NAME 2. DOCKET<br>Columbia Generating Station 05000397<br>VEA<br>Columbia Generating Station 05000397<br>ARRATIVE<br>ANT CONDITIONS<br>e event occurred on June 27, 2013 at 17:58 hours when the plan<br>ueling outage.<br>VENT DESCRIPTION<br>n June 27, 2013 at 17:58 hours a laborer was exiting the Diesel C<br>ainst the control switch [JS] for the Diesel Mixed Air fan [FAN] ca<br>nunciator in the main control room, an operations supervisor pro-<br>certaining what had happened by questioning the laborer, the op<br>sition. The Diesel Mixed Air fan was back in service at 18:19 hou-<br>nutes. Technical Specifications were entered for the following ep-<br>perable: High Pressure Core Spray (HPCS) [BJ], Diesel General<br>YC], Division 3 125 VDC battery [BTRY], and the Division 3 AC exed Air fan and its supported equipment and systems were decked<br>e event affected the safety function for a single train system, the<br>s Licensee Event report is filed in accordance with 10 CFR 50.73<br>tiological releases because of this event, and there were no system<br>MEDIATE CORRECTIVE ACTION<br>e proper control switch position was restored and the fan (DMA-<br>rsonnel.<br>USE | PORT (LER)<br>SHEET<br>6. LER NUMBER<br>SEQUENTIAL<br>NUMBER<br>2013 - 006 - 00<br>at was in Mode 1 at 6<br>ienerator [DG] 3 Roc<br>using it to turn to the<br>ceeded to the Diesel<br>erator turned the fan<br>rs, so the fan was in<br>upment supported to<br>tor (DG-3) [DG], Div<br>lectrical power distrit<br>red operable at 18:1<br>High Pressure Core<br>to(a)(2)(v)(B) and 50.7<br>em actuations or isol | REV<br>NO.<br>0<br>2 percent power<br>2 percent power<br>3 percent power<br>3 percent power<br>3 percent power<br>3 power<br>3 percent power<br>3 po | 3. PAGE<br>2 OF 3<br>er following a<br>advertently brushed<br>in response to an<br>toom. After<br>back to the ON<br>oproximately 21<br>declared<br>C battery charger<br>(JX). The Diesel<br>turned to service.<br>system; therefore,<br>There were no<br>sult of the event.  |
|--|---|---|--|
| 1. FACILITY NAME       2. DOCKET         Columbia Generating Station       05000397         ARRATIVE         ANT CONDITIONS         e event occurred on June 27, 2013 at 17:58 hours when the planueling outage.         //ENT DESCRIPTION         n June 27, 2013 at 17:58 hours a laborer was exiting the Diesel (<br>ainst the control switch [JS] for the Diesel Mixed Air fan [FAN] canunciator in the main control room, an operations supervisor procertaining what had happened by questioning the laborer, the op<br>sition. The Diesel Mixed Air fan was back in service at 18:19 hounutes. Technical Specifications were entered for the following en-<br>operable: High Pressure Core Spray (HPCS) [BJ], Diesel General<br>YC], Division 3 125 VDC battery [BTRY], and the Division 3 AC exed Air fan and its supported equipment and systems were decked<br>e event affected the safety function for a single train system, the<br>s Licensee Event report is filed in accordance with 10 CFR 50.73<br>biological releases because of this event, and there were no system         MEDIATE CORRECTIVE ACTION         e proper control switch position was restored and the fan (DMA-<br>rsonnel.         USE  | 6. LER NUMBER<br>SEQUENTIAL<br>NUMBER<br>2013 - 006 - 00<br>at was in Mode 1 at 6<br>ienerator [DG] 3 Roc<br>using it to turn to the<br>ceeded to the Diesel<br>erator turned the fan<br>rs, so the fan was im-<br>uipment supported to<br>tor (DG-3) [DG], Div<br>lectrical power distrit<br>red operable at 18:1<br>High Pressure Core<br>i(a)(2)(v)(B) and 50.7<br>em actuations or isol                       | REV<br>NO.<br>0<br>32 percent power<br>as off position.<br>Generator 3 R<br>control switch<br>operable for ap<br>by the fan and off<br>ision 3 125 VD<br>bution system [<br>9 hours and re<br>Spray (HPCS)<br>73(a)(2)(v)(D).<br>lations as a res   | 3. PAGE<br>2 OF 3<br>er following a<br>advertently brushed<br>in response to an<br>loom. After<br>back to the ON<br>oproximately 21<br>declared<br>IC battery charger<br>[JX]. The Diesel<br>turned to service.<br>system; therefore,<br>There were no<br>sult of the event. |
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| MEDIATE CORRECTIVE ACTION<br>e proper control switch position was restored and the fan (DMA-<br>rsonnel.   | FN-32) was placed b   |   |  |
| e proper control switch position was restored and the fan (DMA-<br>rsonnel.<br>\USE  | FN-32) was placed b   | and the same the  | a a <u>u</u> au  |
| USE  |   | ack into service  | e by Operations  |
|  |   |   |  |
| e Cause Evaluation identified the apparent cause of this event a   | s ineffective impleme   | entation of error   | r prevention tools.  |
| contributing cause was identified as the station not having adequises for components susceptible to inadvertent contact due to the   | ately addressed poo<br>ir location and proxim   | r human factor<br>nity in the plan  | designs in some<br>t.  |
| IRTHER CORRECTIVE ACTION   |   |   |  |
| induct a briefing with Site Support Contractor craft workers focus<br>imponent Status Control) requirements and supporting behaviors   | ing on procedure PP   | M 1.3.81 (Mair  | ntaining Plant   |
| rform plant walk-downs and compile a list of components that ar<br>commendations for additional actions to prevent bump incidents.   | e susceptible to bum  | ping and provid   | de   |
| SESSMENT OF SAFETY CONSEQUENCES  |   |   |  |
| e Diesel Mixed Air fan DMA-FN-32 functions as part of the DG-3<br>om's air handling unit, and supports maintaining room air temper<br>electrical equipment. The fan serves the electrical equipment ar<br>/AC component is required to ensure long-term emergency dies<br>stem and Diesel Generator 3 were still available to respond to ar<br>alth and safety of the public.  | Engine Room ventile<br>atures for diesel gene<br>of generator area wh<br>generator and HPC<br>accident condition.   | ation supplying<br>erator operation<br>lich are normal<br>CS system oper<br>This event had  | air flow to the<br>n and for protection<br>ly in standby. This<br>rations. The HPCS<br>d no impact to the  |

| 1. FACILITY NAME                          | 2. DOCKET           | an a | 6. LER NUMBER        |            | 3. PAGE |  |
|---|---------------------|--|----------------------|------------|---------|--|
| Columbia Generating Station               | 05000397            | YEAR                                     | SEQUENTIAL<br>NUMBER | REV<br>NO. | 3 OF 3  |  |
| Common contenting oration                 | 0000001             | 2013 - 006 - 00                          |                      |            | 3053    |  |
| NARRATIVE<br>SIMILAR EVENTS               |                     |  |                      |            |         |  |
| There have not been similar event reports | at the station in t | he last ten ye                           | ers.                 |            |         |  |
| ENERGY INDUSTRY IDENTIFICATION            | SYSTEM (eiis) INF   | ORMATION                                 | CODES                |            |         |  |
| EIIS codes are bracketed [] where applica | ble in the narrativ | θ.                                       |                      |            |         |  |
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