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Dresden Generating Station
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February 28, 1996

JSP Ltr. #96-0018


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

Licensee Event Report 96-001, Docket 50-249 is being submitted pursuant to 10CFR50.73(A)(2)(iv) which requires the reporting of any event or condition which results in manual or automatic actuation of any Engineered Safety Feature (ESF).

This correspondence contains the following commitments:

1. The individual involved in the event will complete a skills upgrade program to increase his knowledge of the concepts of self-checking. (2491809500101)
2. Operations Management will; 1) determine adjustments to how Operations is implementing the MBWA program, 2) implement the changes, and 3) self-assess the results of the changes to the implementation process.(2491809500102).
3. Protective button covers will be installed for the Unit 2, 2/3 and 3 diesel generator local manual start pushbuttons (2491809500103).

Sincerely,


J. Stephen Perry
Vice President
BWR Operations

Enclosure

cc: H. Miller, Regional Administrator, Region III
NRC Resident Inspector's Office

File/NRC
File/Numerical

050084

9603050281 960228
PDR ADOCK 05000249
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A Unicom Company

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LICENSEE EVENT REPORT (LER)

ESTIMATED BURDEN PER RESPONSE TO COMPLY WITH THIS INFORMATION COLLECTION REQUEST: 50.0 HRS. FORWARD COMMENTS REGARDING BURDEN ESTIMATE TO THE INFORMATION AND RECORDS MANAGEMENT BRANCH (MNB 7714), U.S. NUCLEAR REGULATORY COMMISSION, WASHINGTON, DC 20555-0001, AND TO THE PAPERWORK REDUCTION PROJECT (3150-0104), OFFICE OF MANAGEMENT AND BUDGET, WASHINGTON, DC 20503.

FACILITY NAME (1) Dresden Nuclear Power Station, Unit 3	DOCKET NUMBER (2) 05000249	PAGE (3) 1 OF 4
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TITLE (4)
Inadvertent Start of the Unit 3 Diesel Generator Due to Personnel Error

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)	
MONTH	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REVISION NUMBER	MONTH	DAY	YEAR	FACILITY NAME	DOCKET NUMBER
02	10	96	96	-- 001 --	00	02	28	96	None	
									FACILITY NAME	DOCKET NUMBER

OPERATING MODE (9) N	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR §: (Check one or more) (11)									
POWER LEVEL (10) 97	20.2201(b)	20.2203(a)(3)(i)	50.73(a)(2)(iii)	73.71(b)						
	20.2203(a)(1)	20.2203(a)(3)(ii)	X 50.73(a)(2)(iv)	73.71(c)						
	20.2203(a)(2)(i)	20.2203(a)(4)	50.73(a)(2)(v)	OTHER						
	20.2203(a)(2)(ii)	50.36(c)(1)	50.73(a)(2)(vii)	(Specify in Abstract below and in Text, NRC Form 366A)						
	20.2203(a)(2)(iii)	50.36(c)(2)	50.73(a)(2)(viii)(A)							
	20.2203(a)(2)(iv)	50.73(a)(2)(i)	50.73(a)(2)(viii)(B)							
	20.2203(a)(2)(v)	50.73(a)(2)(ii)	50.73(a)(2)(x)							

LICENSEE CONTACT FOR THIS LER (12)

NAME Ralph M. Fenili, Operations Staff	TELEPHONE NUMBER (Include Area Code) Ext. 2917 (815) 942-2920
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COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS	CAUSE	SYSTEM	COMPONENT	MANUFACTURER	REPORTABLE TO NPRDS

SUPPLEMENTAL REPORT EXPECTED (14)

YES (If yes, complete EXPECTED SUBMISSION DATE).	X	NO	EXPECTED SUBMISSION DATE (15)	MONTH	DAY	YEAR
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ABSTRACT (Limit to 1400 spaces, i.e., approximately 15 single-spaced typewritten lines) (16)

On February 10, 1996, with Unit 3 in the Run mode, a High Voltage Operator (HVO) inadvertently started the Unit 3 Emergency Diesel Generator (EDG) using the local start pushbutton during the performance of his normal operator plant rounds. The HVO was directed to perform the Unit 3 Diesel Generator annunciator panel checks and inadvertently pushed the Diesel Generator local start pushbutton instead of the control cabinet lamp test pushbutton. The Unit 3 Diesel Generator reached rated speed and voltage as designed. The Unit 3 EDG was subsequently placed in a standby condition in accordance with station procedures. The cause of the inadvertent start of the diesel generator was due to the HVO's failure to utilize self-check in the performance of his duties.

LICENSEE EVENT REPORT (LER)
TEXT CONTINUATION

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

PLANT AND SYSTEM IDENTIFICATION

General Electric - boiling water reactor - 2527 Mwt rated core thermal power. Energy Industry Identification System (EIIS) codes are identified in the text as [XX].

EVENT IDENTIFICATION:

Inadvertent Start of the Unit 3 diesel generator due to personnel error.

A. PLANT CONDITIONS PRIOR TO EVENT:

Unit: 3 Event Date: February 10, 1996 Event Time: 11:29
 Reactor Mode: N Mode Name: Run Power Level: 97%
 Reactor Coolant System Pressure: 1005 psig

B. DESCRIPTION OF EVENT:

- This report is submitted in accordance with 10CFR73(A)(2)(iv) which requires the reporting of any event or condition which results in manual or automatic actuation of any Engineered Safety Feature (ESF).
- On day shift of February 10, 1995, the Inside High Voltage Operator (HVO) was relieved from his normal operator rounds to support a test run of the 2/3 Diesel Generator which was required to return the diesel to operation after a planned maintenance LCO. He performed the pre-start checks for the run of the Diesel Generator, and at about 1100 hours, was relieved from diesel run preparations by a second HVO who was to complete the test run. The Inside HVO was released to complete the rest of his Unit 3 Turbine Building operator round duties.
- The Inside HVO performed an inspection of the Reactor Feed Pump 4Kv switchgear area and then proceeded to the Unit 3 Diesel Generator Room. The Inside HVO then informed Unit 3 NSO that he was going to perform the Unit 3 Diesel Generator annunciator panel checks and that the NSO should expect the appropriate Control Room alarm. In accordance with the HVO rounds he then proceeded to inspect the Diesel Generator Room. The Inside HVO performed the lamp check of the Diesel Generator annunciator panel, performed the daily routine of wiping down the panel face and then walked around the diesel to the generator control cabinet. The HVO wiped up a small amount of oil which was found behind the Diesel Generator control cabinet. As he stood up, he mistakenly depressed the diesel generator local start pushbutton instead of the control cabinet lamp test pushbutton.
- The Control room received the annunciator alarm "Unit 3 DG starting air filter Dp high" at 1129. The Unit Alarm CRT display then showed that the Unit 3 DG cooling water pump had started and Unit 3 Diesel Generator "run" indication on the 903-8 panel was received. The Unit 3 Control Room was informed of how the start of the diesel occurred by the Inside HVO. The HVO performed a walkdown of the operating diesel with no abnormalities

NRC FORM 366A (5-92)		U.S. NUCLEAR REGULATORY COMMISSION		APPROVED BY OMB NO. 3150-0104 EXPIRES 5/31/95	
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TEXT (If more space is required, use additional copies of NRC Form 366A) (17)

noted. The diesel generator was operated for approximately ten minutes and then was shutdown and placed in standby.

C. CAUSE OF EVENT:

1. The cause of this event was personnel error in that the Inside HVO failed to utilize proper self-check techniques while attempting to perform the Unit 3 Diesel Generator annunciator panel checks.

The HVO failed to properly self check his actions when attempting to perform the diesel annunciator check. The HVO performed the task without thinking about what he was doing and this resulted in his operating the first pushbutton which came into his field of vision as he stood up from cleaning the floor. The push buttons on the diesel control panel are in a vertical arrangement with approximately one foot of distance between the diesel generator local start pushbutton at the bottom and the control cabinet test pushbutton at the top. Both push buttons are clearly labeled. The Inside HVO is a non-licensed position.

2. A secondary cause of the event is a Management Deficiency in the recognition of performance trends from the Station's Management By Walking Around (MBWA) program, by the Operations Department.

The MBWA program was established to provide prompt task performance feedback to station personnel. Management individuals observe tasks being performed, provide feedback to the individuals on their observed performance, and the observations are written up for station trending. Although the program reporting specifics were being performed, an Operations Department self-assessment found that feedback of negative performance was not consistently being performed. The self-assessment also looked at the MBWA data, which indicated that Operations self check practices were adequate, but Departmental performance indicated otherwise. Operations concluded that Management individuals were not using consistent criteria when performing the MBWA evaluations. Lastly, MBWA's for the HVO position were infrequently being performed, resulting in a less than adequate overview of task performance for this position.

D. SAFETY ANALYSIS:

1. The primary reason for maintaining the Diesel Generator in an operable state is to assure that the unit maintains a highly reliable source of emergency power during a loss of offsite power. The Unit 3 Emergency Diesel Generator started properly and with the Diesel Generator droop setting unaffected by this event, remained operable and available to assume the proper loads if challenged. Additionally, the Control Room control switch remained in the "Auto" position, such that during an accident condition, the auto-start logic remained capable of bypassing the appropriate Diesel Generator trips, as designed. For these reasons, the safety significance of this event was considered minimal.

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E. CORRECTIVE ACTIONS:

1. The Inside HVO now understands his responsibility to adequately self check his actions when performing duties. He was provided discipline for his involvement in the event.
2. The HVO will complete a skills upgrade program to increase his knowledge of the concepts of self-checking. (2491809600101)
3. Operations Management will; 1) determine adjustments to how Operations is implementing the MBWA program, 2) implement the changes, and 3) self-assess the results of the changes to the implementation process. (2491809600102)
4. Protective button covers will be installed for the Unit 2, 2/3 and 3 Diesel Generator local manual start pushbuttons. (2491809600103)

F. PREVIOUS OCCURRENCES:

<u>LER/Docket Number</u>	<u>Title</u>
94-011	Loss of Power to Bus 34 Resulted in Auto-Start of Unit 3 Emergency Diesel Generator due to a lack of preventive maintenance on Bus Pots. C/A: Three NWR's to clean and inspect bus pots. Create procedures to perform bus pot cleaning and enter into GSERV for performance every other refuel outage. Procedure revision for jumper placement to control tie-breaker operation.
93-012	Inadvertent Auto Start of 2/3 Diesel Generator Due to Mechanical Failure. C/A: The affected breaker was repaired and testing was successful.
92-033	Inadvertent Auto Start of 2/3 Diesel Generator Due to cubicle door slam. C/A: Include in HVO training syllabus caution to the sensitivity of the relays in question. Post warning signs on cabinet doors. Tailgate current cabinet door situation to all operators. Fixed cabinet doors so that excessive force or special techniques are not required to properly close the doors.

G. COMPONENT FAILURE DATA:

No component failure.