



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

February 2, 1989

Docket No.: 50-397

Mr. G. C. Sorensen, Manager
Regulatory Programs
Washington Public Power Supply System
P.O. Box 968
3000 George Washington Way
Richland, Washington 99352

Dear Mr. Sorensen:

SUBJECT: WAIVER OF COMPLIANCE - HPCS DIESEL GENERATOR TRIP
BYPASS (TAC NO. 71390)

This confirms our oral authorization given to you on February 2, 1989 to resume operation of WNP-2 with the the division 3 (HPCS) diesel generator not in compliance with Technical Specification 4.8.1.1.2.e.7. This specification defines operability of the division 3 diesel generator to be based on:

"Verifying that all automatic diesel generator trips are automatically bypassed upon loss of voltage on the emergency bus concurrent with an ECCS actuation signal except:

- b) For division 3, engine overspeed, generator differential current and emergency manual stop."

We understand, based on your December 2, 1988 submittal (G02-88-257) and your February 1, 1989 submittal (G02-89-013) that your actual design permits only:

Verifying that all automatic diesel generator trips are automatically bypassed upon an ECCS actuation signal except engine overspeed, generator differential current, incomplete starting sequence and emergency manual stop.

We further understand that all three divisions are the same in this regard.

This effectively shows that you have retained, rather than bypassed, the trip signal for the incomplete start sequence for division 3. It also clarifies that it is the ECCS actuation signal which initiates the bypassing of the other normal diesel generator protective trips.

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Mr. G. C. Sorensen

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The Branch Technical Position (BTP ICSB 17 (PSB)) referenced in our March, 1982 Safety Evaluation Report (NUREG-0892) declares that diesel generator trips retained during a design basis accident must use coincident logic to avoid spurious trips. Your letter of February 1 noted that the incomplete starting sequence protective feature relies on redundant detectors. Diesel generator turning speed is detected by an electronic speed detector and, redundantly, a water jacket pressure switch provides a signal which would block the incomplete starting sequence logic upon a successful start. This redundancy should eliminate the potential for spurious tripping of the generator due to the failure of any one of the contributing instruments.

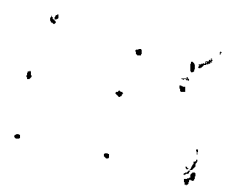
We therefore concur with your determination that WNP-2 can continue to be operated safely without compliance with the technical specification cited during the time required for us to review and act upon your license amendment application. This temporary waiver of compliance is valid for no more than ninety days.

Sincerely,



Martin J. Virgilio
Acting Assistant Director
for Regions III and V
Division of Reactor Projects - III,
IV, V and Special Projects
Office of Nuclear Reactor Regulation

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Mr. G. C. Sorensen, Manager
Washington Public Power Supply System

WPPSS Nuclear Project No. 2
(WNP-2)

cc:

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Richland, Washington 99352

Mr. G. C. Sorensen

- 2 -

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*Al Chabbee gave
his concurrence by
telephone for
Region 5.
2/2/89 4:50 p.m.*

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