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AUTH. NAME AUTHOR AFFILIATION
WOODY, C. O. Florida Power & Light Co.
RECIP. NAME RECIPIENT AFFILIATION
MCDONALD, D. G. PWR Project Directorate 2

SUBJECT: Ro-86-01: on 860606, spent fuel pool lighting & spent fuel bridge crane experienced loss of power, Caused by initiation of Temporary Procedure 260 to verify cranking diesel load capability. No fuel inventory changes made.

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FLORIDA POWER & LIGHT COMPANY

JUN 9 1986

L-86-246

Office of Nuclear Reactor Regulation
Attention: Mr. D. G. McDonald, Jr., Project Manager
PWR Project Directorate # 2
Division of PWR Licensing - A
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Dear Mr. McDonald:

Re: Turkey Point Unit 4
Docket No. 50-251
IAEA Reportable Occurrence 86-1

This letter and its attachment provides written notification of IAEA Reportable Occurrence 86-1 as specified by your letter (date June 3, 1986).

Advanced notice of our work plans were provided to Mr. Gene Sparks by telephone conversation on June 3, 1986.

Should you require additional information, please contact us.

Very truly yours,

C. O. Woody
Gruop Vice President
Nuclear Energy

COW/SAV:de

cc: Harold F. Reis, Esquire
Mr. Gene Sparks, NRC Washington, M.S. 881SS
PNS-LI-86-188

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IAEA Reportable Occurrence 86-01

Summary of Event:

Temporary Procedure (TP) 260 was initiated on Friday, June 6, to verify the cranking diesel load capability. The cranking diesel provides its load to the plant through the 4C 4KV bus, but only when the bus is de-energized. To perform TP 260, the 4C 4KV bus was de-energized to simulate a loss of off-site power. At the conclusion of the test, the 4C 4KV bus will be de-energized from the cranking diesel and re-energized by its normal power supply.

The 4C 4KV bus supplies power to both the spent fuel pool lighting and the spent fuel bridge crane. During the time when the 4C 4KV was de-energized, there was a loss of power to the spent fuel pool lighting and spent fuel bridge crane. The loss of lighting resulted in an interuption in the IAEA monitoring program. This event will be repeated at the completion of TP 260.

Results:

1) The lighting in the spent fuel pool was off from 1113 to 1133 on Friday, June 6, 1986.

2) The spent fuel bridge crane was incapable of movement during the time the lights were out because it was de-energized from the same bus which de-energized the lighting.

Conclusion:

There were no fuel inventory changes during the time when the camera surveillance was interupted during the performance of TP 260.