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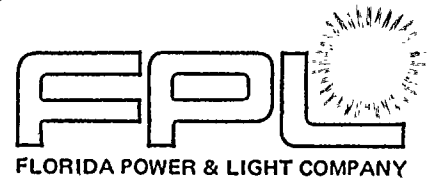
ACCESSION NBR: B608120286 DDC. DATE: 86/08/08 NOTARIZED: NO DOCKET #
 FACIL: 50-251 Turkey Point Plant, Unit 4, Florida Power and Light C 05000251
 AUTH. NAME AUTHOR AFFILIATION
 WOODY, C. D. Florida Power & Light Co.
 RECIP. NAME RECIPIENT AFFILIATION
 MCDONALD, D. G. PWR Project Directorate 2

SUBJECT: IAEA RD B6-4: on B60806, IAEA surveillance interrupted during loss of lighting in spent fuel pool. Caused by deenergized C-bus, lights & bridge crane during test to verify emergency diesel generator loading evaluation.

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AUG 8 1986

L-86-254

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 86-4

This letter and its attachment provides written notification of IAEA Reportable Occurrence 86-4 as requested by your letter (date June 3, 1986).

Should you require additional information, please contact us.

Very truly yours,

for C. O. Woody
Group Vice President
Nuclear Energy

COW/SAV:de

cc: Harold F. Reis, Esquire
Mr. Gene Sparks, NRC Washington, M.S. 881SS
PNS-LI-86-193

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IAEA REPORTABLE OCCURRENCE 86-04

Summary of Event:

The Turkey Point Plant has performed a test to verify the Emergency Diesel Generator loading evaluation for Unit 4. This test verified that the proper phase sequence is maintained in the cable from the 4KV bus 4B breaker 4AB22 to the 4KV bus 4A breaker 4AA09. In order to ensure the safety of the personnel, the continuity and phase sequence was monitored using the C-bus instrumentation. The use of C-bus in this test required all of the C-bus loads to be stripped prior to energization from the vital busses. At the end of the test, C-bus was again stripped of power while being placed back to its normal configuration. During the two separate times that C-bus was de-energized in this test, the Unit 4 Spent Fuel lights and bridge crane were also de-energized. This test was started on August 6, 1986, and completed on August 7, 1986.

Results:

1. The lighting in the spent fuel pool was off from 1945 to 2000 on August 6, 1986.
2. The lighting in the spent fuel pool was off from 0520 to 0525 on August 7, 1986.
3. 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 IAEA surveillance was interrupted during the loss of lighting in the spent fuel pool.

