

LICENSEE EVENT REPORT

CONTROL BLOCK: 1 2 3 4 5 6 1

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 N Y J A F 1 0 0 - 0 0 0 0 - 0 0 0 4 1 1 1 1

0 1 REPORT SOURCE L 0 5 0 0 0 3 3 3 0 8 1 9 7 9 0 9 1 8 7 9

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES 10

0 2  
0 3 SEE ATTACHMENT  
0 4  
0 5  
0 6  
0 7  
0 8

0 9 SYSTEM CODE R B CAUSE CODE X CAUSE SUBCODE X COMPONENT CODE X X X X X X COMP. SUBCODE Z VALVE SUBCODE Z

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS 27

1 0 SEE ATTACHMENT  
1 1  
1 2  
1 3  
1 4

1 5 FACILITY STATUS G % POWER 0 0 0 OTHER STATUS NA METHOD OF DISCOVERY A Operator Observation

1 6 ACTIVITY CONTENT Z Z AMOUNT OF ACTIVITY NA LOCATION OF RELEASE NA

1 7 PERSONNEL EXPOSURES 0 0 0 TYPE Z DESCRIPTION NA

1 8 PERSONNEL INJURIES 0 0 0 DESCRIPTION NA

1 9 LOSS OF OR DAMAGE TO FACILITY TYPE Z DESCRIPTION NA

2 0 ISSUED N DESCRIPTION NA

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7909210 315

NRC USE ONLY

POWER AUTHORITY OF THE STATE OF NEW YORK  
JAMES A. FITZPATRICK NUCLEAR POWER PLANT

DOCKET NO. 50-333

ATTACHMENT TO LER 79-049/03L-0

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While in the cold condition and with the mode switch in the refuel position during the conduct of control rod drive venting and timing, control rod drive 22-07 could not be positively shown to be coupled to its control rod. Attempts to recouple the control rod in accordance with approved plant procedures did not result in a positive coupling indication in each coupling test.

Since each control rod is required to be coupled to its drive or completely inserted in accordance with Technical Specifications Appendix A, Paragraph 3.3.B.1, the event is considered to be a case in which a degraded mode existed. Since the tests being conducted were being performed with the mode switch in the refuel position which limits control rod withdrawal to a single control rod and no other control rods were withdrawn, the event did not represent any significant hazard to the public health and safety.

Additional testing, timing and analysis of the control rod drives control signals did not yield any indication as to the cause of the intermittent coupling indication. Additional testing designed to verify proper coupling of the control rod drive and its control rod resulted in positive indication coupling in each case. However, in order to remove any doubt with respect to the operability of the control rod drive or the indications of the coupling, the control rod drive was replaced and the old drive will be inspected to determine the possible cause of the intermittent coupling indication. As of the date of this report, the control rod drive disassembly has not been completed. When such work is complete, a follow up report will be submitted.

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