Southern California Edison Company P O BOX 128 SAN CLEMENTE, CALIFORNIA 92674 DIZB B W KRIEGER TELEPHONE March 28, 1994 VICE PRESIDENT 714 368-6255 MUCLEAR GENERATION U. S. Nuclear Regulatory Commission Document Control Desk Washington, D.C. 20555 Docket Nos. 50-361 and 50-362 Subject: 30-Day Report Licensee Event Report No. 94-002 San Onofre Nuclear Generating Station, Units 2 and 3 Pursuant to 10 CFR 50.73(d), this submittal provides the required 30-day written Licensee Event Report (LER) for an occurrence involving a missed fire protection surveillance in Units 2 and 3. Since this occurrence involves similar systems, cause, and corrective actions applicable to Units 2 and 3, a single report for Unit 2 is being submitted in accordance with NUREG-1022. Neither the health nor the safety of plant personnel or the public was affected by this occurrence. If you require any additional information, please so advise. Sincerely, KRIEGER VICE PRESIDENT NUCLEAR GENERATION MARobinson Enclosure: LER No. 94-002 K. E. Perkins, Jr., Acting Regional Administrator, USNRC Region V J. A. Sloan, Senior Resident Inspector, San Onofre Units 1, 2 and 3 M. B. Fields, NRC Project Manager, San Onofre Units 2 & 3 Institute of Nuclear Power Operations (INPO)

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CDM File

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\* Concurrence received via E-Mail

\*\* Concurrence indicated on supplemental bcc

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On February 25, 1994, during a review of fire protection [KP] surveillances, Edison noted that an 18 month Technical Specification (TS) visual inspection of fire water spray nozzles for Train B Control Room Emergency Air Cleanup System (CREACUS) [VI] charcoal filters may not have been performed in August 1992 as required.

On March 16, 1994, Edison's search for the missing surveillance record concluded that the visual surveillance for the CREACUS Train B units' spray nozzles required by TS 4.7.8.2, "Spray and/or Sprinkler Systems," had not been performed when required in August 1992. Therefore, Edison is reporting this event in accordance with 10CFR50.73(a)(2)(i).

This surveillance was missed due to an incomplete review and inattention to detail during the revision of a fire protection surveillance procedure.

On March 17, 1994, Edison completed the TS required visual surveillance of the CREACUS Train B units' spray nozzles.

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### DESCRIPTION OF THE EVENT:

Plant: San Onofre Nuclear Generating Station, Units 2 and 3

Reactor Vendor: Combustion Engineering

Event Date: March 16, 1994

Mode: Unit 2, Mode 1, 98% reactor power Unit 3, Mode 1, 97% reactor power

On February 25, 1994, during a review of fire protection [KP] surveillances, Edison noted that an 18 month Technical Specification (TS) visual inspection of fire water spray nozzles for Train B Control Room Emergency Air Cleanup System (CREACUS) [VI] Ventilation Supply Unit (A206) and Air Conditioning Unit (E419) charcoal filters might not have been performed in August 1992 as required. In response, Edison conservatively declared the fire water spray systems for these units inoperable on February 25, 1994 and posted a fire watch in accordance with TS 3.7.8.2.

On March 16, 1994, Edison's search for the missing surveillance record concluded that the visual surveillance for the CREACUS Train B units' spray nozzles required by TS 4.7.8.2, "Spray and/or Sprinkler Systems," had not been performed when required in August 1992. Therefore, Edison is reporting this event in accordance with 10CFR50.73(a)(2)(i).

# CAUSE OF THE EVENT:

This surveillance was missed due to an incomplete review and inattention to detail during the revision of a fire protection surveillance procedure. This appears to have been an isolated instance. Specifically, in January 1992, the fire protection procedure was revised to move the CREACUS Train A and Train B components from Attachment 13 to Attachments 16 and 17. However, the repetitive maintenance order (RMO) that implemented the surveillance procedure was not updated to reflect this change. The CREACUS Train A components had previously been assigned to a separate RMO to avoid a scheduling conflict with Train B components. Consequently, when the surveillance was performed in August 1992, the RMOs referenced Attachments 13 and 16, but not Attachment 17. Therefore, the Train B units' spray nozzles were not inspected.

# CORRECTIVE ACTIONS:

On March 17, 1994, Edison completed the TS required visual surveillance of the CREACUS Train B units' spray nozzles. Additionally, Edison revised the RMO to correctly reflect the surveillance procedure. Emergency Preparedness (EP) group will reemphasize the need to follow guidelines with the appropriate EP personnel who are responsible for procedure revisions and reviews. A complete review of the affected RMOs and the attachments of this f. protection surveillance will be performed to ensure no other such mismatches between required surveillances and their respective repetitive maintenance orders exist.

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## SAFETY SIGNIFICANCE:

Upon completion of the surveillance on March 17, 1994, it was determined that the bottom two of three spray nozzles in A206 failed the visual inspection. The bottom nozzle was corroded and clogged with corrosion products from the fire water piping and probably would not have passed water. The middle nozzle had some clogging from corrosion products and would have passed water, but probably not in the required spray pattern. The top nozzle was clear, and would have functioned as designed. It is not possible to determine when the two nozzles' material condition deteriorated.

Based on engineering judgement, because the charcoal filters are enclosed and no combustible materials are stored in the vicinity of A206, the partial spray capacity would have been sufficient to control a fire in the charcoal filter until the fire department arrived and extinguished the fire. Thus, the affected spray system would have performed its design function.

During the interval since the missed surveillance, CREACUS Train A has been taken out of service, occasionally for up to five days, several times a year for inspection and maintenance. Accordingly, during those limited periods CREACUS Train B was the relied upon Train although it's spray nozzles were not fully effective.

#### ADDITIONAL INFORMATION:

A review of previous LERs did not reveal any previous similar events.