



Northern States Power Company

414 Nicollet Mall  
Minneapolis, Minnesota 55401  
Telephone (612) 330-5500

April 27, 1984

Mr. J. G. Keppler  
Regional Administrator, Region III  
Office of Inspection and Enforcement  
US Nuclear Regulatory Commission  
799 Roosevelt Road  
Glen Ellyn, IL 60137

Dear Mr. Keppler:

Prairie Island Nuclear Generating Plants  
Docket No. 50-282, License No. DPR-42  
Docket No. 50-306, License No. DPR-60

In response to your letter dated March 30, 1984 which transmitted Inspection Report 50-282/83-20 (DPRP), the following information is provided.

#### Violation

Technical Specification 3.7.A.1 and A.5 state, in part, "A reactor shall not be made or maintained critical nor shall it be heated or maintained above 200°F unless all of the following requirements are satisfied for the applicable unit...at least two separate paths from the transmission grid to the plant 4.16kv safety buses...both diesel generators are operable..."

Technical Specification 3.7.B.2 states, in part, "A reactor shall be placed in the cold shutdown condition if the requirements of Specification TS.3.7.A cease to be satisfied. During startup operation or power operation, any of the following conditions of inoperability may exist for the times specified provided startup operation is discontinued until operability is restored... One diesel generator may be out of service for a period not to exceed seven days (total for both diesel generators during any consecutive 30 day period) provided (a) the operability of the other diesel generator and its associated diesel driven cooling water pump are demonstrated immediately and at least once every 24 hours thereafter, (b) all engineered safety features are operable, and (c) both paths from the grid to the plant 4.16kv bus are operable."

Contrary to the above, on November 17, 1983, while the reactor was critical and above 200°F, the licensee racked out Bus Tie Breaker No. 8 between ESF Auxiliary Supply Bus 15 and 4.16kv Unit 2, Bus 26, thus reducing the paths from the grid to the plant 4.16kv bus to one while the diesel generator associated with Bus 15 was unavailable.

This is a Severity Level III violation (Supplement I).

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Response

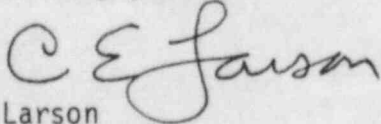
Description of the violation is accurate. The violation was the result of a decision error (selection of inappropriate action) by a Shift Supervisor.

Corrective actions are listed below:

- An investigation was completed and the investigation report has been reviewed by all operations personnel.
- Disciplinary action with the Shift Supervisor was taken.
- A letter emphasizing the requirements for procedure changes was issued.
- Special training sessions were held which covered the technical specifications on the electrical system. These sessions were attended by operators, construction supervisors, and construction engineers.
- Emphasis on technical specifications has been increased in the licensed operator requalification program and during simulator training.

Full compliance has been achieved.

Respectfully yours,



C.E. Larson  
Director, Nuclear Generation

CEL/ts

cc J. Hard  
G. Charnoff

UNITED STATES NUCLEAR REGULATORY COMMISSION

NORTHERN STATES POWER COMPANY

PRAIRIE ISLAND NUCLEAR GENERATING PLANT

Docket No. 50-282  
50-306

RESPONSE TO NOTICE OF VIOLATION

Northern States Power Company, a Minnesota corporation, hereby submits a response to Notice of Violation dated March 30, 1984, for the Prairie Island Nuclear Generating Plant.

This letter contains no restricted or other defense information.

NORTHERN STATES POWER COMPANY

By:

C. E. Larson

Director, Nuclear Generation

On this 27<sup>th</sup> day of April, 1984, before me a notary public in and for said County, personally appeared C. E. Larson, Director, Nuclear Generation, and being first duly sworn acknowledged that he is authorized to execute this document on behalf of Northern States Power Company, that he knows the contents thereof and that to the best of his knowledge, information and belief, the statements made in it are true and that it is not interposed for delay.

Betty J. Dean

