

Omaha Public Power District  
444 South 16th Street Mall  
Omaha, Nebraska 68102-2247  
402/636-2000

October 2, 1995  
LIC-95-0191

U. S. Nuclear Regulatory Commission  
Attn: Document Control Desk  
Mail Station P1-137  
Washington, D.C. 20555

References: 1. Docket No. 50-285  
2. EA-FC-95-027 "Diesel Generator Offnormal Loading Due to a Full Speed Start ETP-6.5-DGT"

Gentlemen:

Subject: Operability of Number One (1) Diesel Generator

LER 95-006 was written to address the operability of Diesel Generator Number One (DG-1) due to the mispositioning of the diesel generator governor control switch such that the engine started to full speed, instead of to idle speed as expected. An analysis (EA-FC-95-027 "Diesel Generator Offnormal Loading Due to a Full Speed Start ETP-6.5-DGT") was performed to determine the operability of DG-1 during the period in question. The analysis assessed the ability of the diesel to accelerate the 4160V and 480V Engineered Safety Feature (ESF) loads following a design basis Loss Of Coolant Accident (LOCA) with a subsequent degraded grid voltage. The analysis concluded that DG-1 was operable under the conditions discovered on August 24, 1995.

The sequence of events modeled were those associated with the automatic ESF response to a Large Break LOCA followed by an Offsite Power Low Signal (OPLS) actuation due to a degraded offsite power condition. The OPLS was assumed to occur after the final ESF load on ESF Train A had begun to accelerate to full speed. The computer model used to determine equipment response provides a best estimate analysis of the plant's ability to respond to a design basis accident during the eight days prior to the reactor trip of August 24, 1995 at 11:15 hours.

The results of the DG-1 transient load model indicated that the DG-1 would

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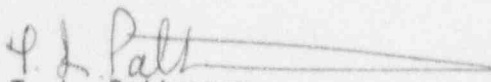
initially attempt to accelerate the 480V Load Center powered ESF loads and non-safety loads (i.e. an air compressor, and condenser vacuum pump). After a short period of time the 480V Load Center loads would be tripped by undervoltage relays and be resequenced on DG-1 at their normal load sequence times. DG-1 was shown to be able to successfully sequence the ESF loads in this off normal condition. Consequently, the Omaha Public Power District considers that DG-1 and the ESF equipment supplied by DG-1 are operable with the DG-1 governor positioned at the full speed setting.

Had the information from this analysis been available when the initial reportability determination on this issue was made, it is our consensus that this would not have had to be reported under 10 CFR 50.72 (b)(ii)(B).

Please find enclosed analysis EA-FC-95-027 for your review.

If you should have any questions, please contact me.

Sincerely,

  
T. L. Patterson  
Division Manager  
Nuclear Operations

TLP/epm

Attachment

c: Winston and Strawn  
L. J. Callan, NRC Regional Administrator, Region IV  
S. D. Bloom, NRC Project Manager  
W. C. Walker, NRC Senior Resident Inspector