

NOTICE OF VIOLATION
AND
PROPOSED IMPOSITION OF CIVIL PENALTY

Long Island Lighting Company
Shoreham Nuclear Power Station

Docket No. 50-322
EA 83-20

During an inspection conducted between November 30 and December 31, 1982, a violation of NRC requirements was identified involving approval of a preoperational test of a diesel generator, even though test results indicated that one of the test criteria had not been met.

On May 26, 1982, a part of the preoperational test for Diesel Generator 102 was performed to verify the diesel generator's capability of running at its two hour rating. Although the procedure acceptance criterion specified this rating to be 3,900 KW (Kilowatts), the procedure step used to verify that this criterion was met specified that the diesel generator be run at a load between 3,850 KW and 3,900 KW for two hours, and that data be recorded at 15 minute intervals. When the test was performed on May 26, 1982, load values did not meet either the acceptance criterion or the procedure step in that data recorded at 15 minute intervals for the two hour period indicated a range of load values from 3,500 KW to 3,850 KW. Nonetheless, the Test Engineer and Operational Quality Assurance (OQA) inspectors signed and accepted the results on May 26, 1982.

On October 11, 1982, after completion of the entire preoperational test for Diesel Generator 102, the Test Engineer completed a "Test Analysis Report" which indicated that the two hour load run test was successfully completed on May 26, 1982. Also, on October 12, 1982, these preoperational test results were approved by the Lead Startup Engineer, the Startup Manager, and the Joint Test Group.

In order to emphasize the need for more attention to detail during the review and approval of test results involving safety-related systems, to assure that tests have verified the systems are capable of meeting design requirements, the Nuclear Regulatory Commission proposes to impose a civil penalty in the amount of Forty Thousand Dollars (\$40,000) for the violation set forth in this Notice. In accordance with the NRC Enforcement Policy, 47 FR 9987 (March 9, 1982), and pursuant to Section 234 of the Atomic Energy Act of 1954, as amended, 42 U.S.C. 2282, PL 96-295 and 10 CFR 2.205, this particular violation and its associated civil penalty is set forth below.

FSAR paragraph 17.2.11 and the LILCO Quality Assurance Manual, Section 11 which implement the requirements of 10 CFR 50, Appendix B, Criterion XI, require that a test program be established to assure that all testing required to demonstrate that systems will perform satisfactorily in service is identified and performed in accordance with written test procedures, which incorporate the requirements and acceptance limits contained in applicable design documents. Test results shall also be documented and evaluated to assure that test requirements have been satisfied.

Shoreham FSAR paragraph 14.1.3.7.24, Test Method, Item 8, states that during the preoperational test program, the diesel generators shall be tested in accordance with paragraph C.2.a of Regulatory Guide 1.108, Rev. 1, which requires that the preoperational test program demonstrate the full-load-carrying capability of the diesel generators for 24 hours, of which 2 hours is at a load equivalent to the 2-hour rating of the diesel generator.

Specification SH1-89, Rev. 1, "Diesel Generator Sets," in Section 2, Design Data, Item 1.d specifies the 2-hour rating as 3,900 KW (kilowatts). PT.307.003B, "Emergency Diesel Generator 102 Electric Preop Test," paragraph 10.4, acceptance criteria, specifies the diesel generator be capable of carrying a rating of 3,900 KW for at least two hours. Paragraph 8.5.4 of Procedure PT 307.003B specifies running the diesel generator at a load between 3,850 and 3,900 KW for at least 2 hours. Data to demonstrate that the criteria are satisfied is logged every 15 minutes for 2 hours, resulting in nine readings.

FSAR paragraph 14.1.1.1 states that the Joint Test Group reviews and approves completed preoperational tests.

Contrary to the above, the test program, as implemented, did not assure that testing was performed in accordance with procedures or that test requirements had been satisfied. On May 26, 1982, a preoperational test was performed to demonstrate the 2-hour rating of Diesel Generator 102. The results of this test were approved by the Joint Test Group on October 12, 1982 even though the test was not conducted in accordance with the test procedure requirements and the test results did not demonstrate this rating. Of the nine readings recorded at 15 minute intervals during the performance of the test, all nine readings were below 3,900 KW and six of the readings were below 3,850 KW. Specifically, one reading was 3,500 KW, two readings were 3,700 KW, three readings were 3,800 KW and three readings were 3,850 KW.

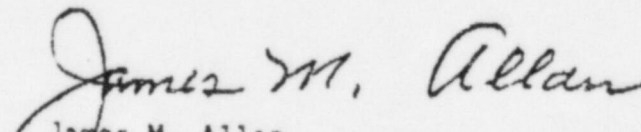
This is a Severity Level III Violation (Supplement II).
Civil Penalty - \$40,000

Pursuant to 10 CFR 2.201, Long Island Lighting Company is hereby required to submit to the Director, Office of Inspection and Enforcement, USNRC, Washington, D. C. 20555, with a copy to this office, within 30 days of the date of this Notice, a written statement or explanation, including: (1) admission or denial of the alleged violation; (2) the reasons for the violation if admitted; (3) the corrective steps which have been taken and the results achieved; (4) the corrective steps which will be taken to avoid further violations; and (5) the date when full compliance will be achieved. Consideration may be given to extending the response time for good cause shown. Under the authority of Section 182 of the Act, 42 U.S.C. 2232, this response shall be submitted under oath or affirmation.

Within the same time as provided for the response required above under 10 CFR 2.201, Long Island Lighting Company may pay the civil penalty in the amount of Forty Thousand Dollars (\$40,000) for the violation, or may protest imposition of the civil penalty in whole or in part by a written answer. Should Long Island Lighting Company fail to answer within the time specified, the Director, Office of Inspection and Enforcement will issue an order imposing the civil penalty in the amount proposed above. Should Long Island Lighting Company elect to file an answer in accordance with 10 CFR 2.205 protesting the civil penalty, such answer may: (1) deny the violation listed in this Notice in whole or in part; (2) demonstrate extenuating circumstances; (3) show error in this Notice; or (4) show other reasons why the penalty should not be imposed. In addition to protesting the civil penalty in whole or in part, such answer may request remission or mitigation of the penalty. In requesting mitigation of the proposed penalty, the five factors contained in Section IV(B) of 10 CFR Part 2, Appendix C, should be addressed. Any written answer in accordance with 10 CFR 2.205 should be set forth separately from the statement or explanation in reply pursuant to 10 CFR 2.201, but may incorporate by specific reference (e.g. giving page and paragraph numbers) to avoid repetition. Long Island Lighting Company's attention is directed to the other provisions of 10 CFR 2.205, regarding the procedure for imposing a civil penalty.

Upon failure to pay the civil penalty due, which has been subsequently determined in accordance with the applicable provisions of 10 CFR 2.205, this matter may be referred to the Attorney General; and the penalty, unless compromised, remitted, or mitigated, may be collected by civil action pursuant to Section 234c of the Act, 42 U.S.C. 2282.

FOR THE NUCLEAR REGULATORY COMMISSION


James M. Allan
Acting Regional Administrator

Dated at King of Prussia, Pennsylvania
this, 2 day of April 1983.

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