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L-86-283

Office of Nuclear Reactor Regulation
Attention: Mr. D. G. McDonald, Jr., Project Manager
PWR Project Directorate # 2
Division of PWR Licensing - A
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Dear Mr. McDonald:

Re: Turkey Point Unit 4
Docket No. 50-251
IAEA Reportable Occurrence 86-3

This letter and its attachment provides written notification of IAEA Reportable Occurrence 86-3 as specified by your letter (dated June 3, 1986).

Advanced notice of our work plans were provided to Mr. Gene Sparks by telephone conversation on July 8, 1986.

Should you require additional information, please contact us.

Very truly yours,

C. O. Woody
C. O. Woody
Group Vice President
Nuclear Energy

COW/PLP/eh

attachment

cc: Harold F. Reis, Esquire
Mr. Gene Sparks, NRC Washington, M.S. 881SS
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ATTACHMENT

RE: Turkey Point Unit 4
Docket No. 50-251
IAEA Reportable Occurrence 86-3

Summary of Event:

A modification was made to the Trip Circuit Breaker for the cranking diesel generators. In order to test the modification, a cranking diesel was started and supplied its load through the 4C 4KV bus. To perform this test safely, the 4C 4KV bus was de-energized from its normal power supply to allow it to accept the cranking diesel load. After the test, the 4C 4KV bus was de-energized from the cranking diesel and re-energized from its normal power supply. While the 4C 4KV bus is de-energized, both the lighting for the Spent Fuel Pool and the spent fuel bridge crane are also de-energized.

On July 8, 1986, the de-energization of the 4C 4KV bus from its normal power supply was intended to last only 30 minutes. However, due to a fuse problem the 4C 4KV bus was de-energized for 2 hours and 31 minutes. On July 10, 1986, when the 4C 4KV bus was re-aligned to its normal power supply, the lighting in the Spent Fuel Pool was out for 5 minutes.

Results

1. The lighting in the spent fuel pool was off from 9:37 a.m. to 1:08 p.m. on July 8, 1986.
2. The lighting in the spent fuel pool was off from 12:30 p.m. to 12:35 p.m. on July 10, 1986.
3. The spent fuel bridge crane was incapable of movement during the time the lights were out because it was de-energized from the same bus which de-energized the lighting.

Conclusion

There were no fuel inventory changes during the time when the IAEA surveillance was interrupted during the loss of lighting in the spent fuel pool.