

**From:** <dlochbaum@ucsusa.org>  
**To:** GATED.nrcsmtp("dlochbaum@ucsusa.org")  
**Date:** Fri, Oct 29, 1999 8:39 AM  
**Subject:** [NRC\_CONCERNS] Fitz's Broken Safety System - UPDATE

From: dlochbaum@ucsusa.org

NRC Region I called me. Fitz was restarting after a short outage (not refueling outage). During the outage, they had worked on the HPCI system. Because they had worked on the system, they were required to test it during the startup. Otherwise, they would not have had to test it.

When the reactor pressure reached 150 psig (power level would have been low, about 3-4%), they conducted a test of the HPCI system. It passed.

Later, when pressure reached rated pressure (about 1010 psig), they tested HPCI again. It passed again.

Later (and NRC was not certain how much later, but it seems that it was 2-3 shifts later), someone was reviewing the high-speed traces made of HPCI system parameters during the rated pressure test. The HPCI turbine speed chart and the HPCI pump discharge pressure chart contained anomalies of some sort. The Fitz folks declared HPCI inoperable.

The Fitz folks and the NRC went back and reviewed the high-speed traces made of HPCI system parameters during the 150 psig test. Everything looked normal.

In my letter, I said that my experience was that HPCI failures coming out of an outage always resulted in plant shut down. That experience was for the 150 psig test failures. I did not realize that Fitz had performed two tests and that the second test had failed (I don't feel especially guilty since the DER is not explicit).

HPCI is still broke and the 7-day clock is still running. Since Fitz is one of the pilot plants for the oversight program and HPCI is one of the safety systems tracked by the new process, I'm curious how they will treat this failure.

Enclosure

*Rec'd DLPM  
11/1/99*

*Adensom/Peterson  
Vissing*

FROM:  
David Lochbaum

ORIGINAL DUE DT: 12/03/99

TICKET NO: 019990268  
DOC DT: 10/28/99  
NRR RCVD DATE: 10/29/99

TO:  
Guy Vissing

FOR SIGNATURE OF :                   \*\* YEL \*\*

DESC:  
Inoperable High Pressure Coolant Injection System

ROUTING:  
Collins/Zimmermn  
ADIP  
Sheron  
NRR Mailroom

ASSIGNED TO:                   CONTACT:  
DLPM                         Zwolinski

SPECIAL INSTRUCTIONS OR REMARKS: