

LICENSEE EVENT REPORT

EXHIBIT A

CONTROL BLOCK [] [] [] [] [] [] [] [] [] [] (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

[0][1] [A][R][A][N][O][2] [0][0]-[0][0][0][0]-[0][0] [4][1][1][1][1] [5]

CON'T [0][1] REPORT SOURCE [L][0][5][0][0][0][3][6][8] [1][1][0][7] [7][8] [0][3][2][7][9]

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)
[0][2] During testing of the Main Steam line code safety valves, executing a
[0][3] controlled steam lift, it was discovered that the warn ring lockpin had
[0][4] broken on four separate occasions. 2PSV1002 lockpin broke on 11/7/78 and
[0][5] 11/20/78. 2PSV1052 lockpin broke twice on 11/21/78. The relieving
[0][6] capacity of the remaining safety valves exceeded that required for safe
[0][7] operation, as dictated by T.S. Table 3.7.1. Reportable per T.S.6.9.1.8.(1).
[0][8] No similar occurrences.

[0][9] SYSTEM CODE [C][C] CAUSE CODE [B] CAUSE SUBCODE [A] COMPONENT CODE [V][A][L][V][E][X] COMP. NO. CODE [P] VALVE IIRCODE [B]
[17] LER NO. REPORT NUMBER [7][9] [] SEQUENTIAL REPORT NO. [0][2][0] OCCURRENCE CODE [] REPORT TYPE [T] REVISION NO. [0]
ACTION TAKEN [A] FUTURE ACTION [F] EFFECT ON PLANT [Z] SHUTDOWN METHOD [Z] HOURS [0][0][0][0] ATTACHMENT SUBMITTED [Y] NPD-4 FORM SUR [N] PRIME COMP SUPPLIER [N] COMPONENT MANUFACTURER [L][2][6][2]

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)
[1][0] Failure was determined to be a result of the lockpin's fragility. The
[1][1] lockpins on all Main Steam safety valves were replaced with one of a
[1][2] stronger and more reliable design (see Sketch 1 of Attachment).
[1][3]
[1][4]

[1][5] FACILITY STATUS [B] % POWER [0][0][0] OTHER STATUS [NA] METHOD OF DISCOVERY [A] DISCOVERY DESCRIPTION [NA]
[1][6] ACTIVITY CONTENT RELEASED OF RELEASE [Z] AMOUNT OF ACTIVITY [NA] LOCATION OF RELEASE [NA]
[1][7] PERSONNEL EXPOSURES NUMBER [0][0][0] TYPE [Z] DESCRIPTION [NA]
[1][8] PERSONNEL INJURIES NUMBER [0][0][0] DESCRIPTION [NA]
[1][9] LOSS OF OR DAMAGE TO FACILITY TYPE [Z] DESCRIPTION [NA]
[2][0] PUBLICITY ISSUED [N] DESCRIPTION [NA]

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1. Reportable Occurrence Report No. 50-368/79-020
2. Report Date: 03/22/79 3. Occurrence Date: 11/7/78

4. Facility: Arkansas Nuclear One - Unit Two
 Russellville, Arkansas 72801

5. Identification of Occurrence:

Performance of Main Steam Line Code Safety Valves that required remedial action and corrective measures to prevent operation in a manner less conservative than that assumed in the accident analysis in the SAR or T.S. bases. Occurrence is reportable per T.S.6.9.1.8(i).

6. Conditions Prior to Occurrence:

Steady-State Power	_____	Reactor Power	<u> 0 </u>	MWth
Hot Standby	<u> X </u>	Net Output	<u> 0 </u>	MWe
Cold Shutdown	_____	Percent of Full Power	<u> 0 </u>	%
Refueling Shutdown	_____	Load Changes During Routine Power Operation	_____	
Routine Startup Operation	_____			
Routine Shutdown Operation	_____			
Other (specify)	_____			

7. Description of Occurrence:

The Main Steam Line Code Safety Valves were being treated by increasing the Main Steam pressure to the valve lift setpoint, thus verifying proper adjustment and blowback. On four separate occasions, it was discovered that the warn ring lockpin had broken. On 11/7/78 and 11/20/78, the lockpin broke on 2PSV1002. The lockpin in 2PSV1052 broke twice on 11/21/78.

8. Designation of Apparent Cause of Occurrence:

Design	<u> X </u>	Procedure	<u> </u>
Manufacture	<u> </u>	Unusual Service Condition Including Environmental	<u> </u>
Installation/ Construction	<u> </u>	Component Failure (See Failure Data)	<u> </u>
Operator	<u> </u>		
Other (specify)			

Failure was determined to be a result of the lockpin's fragility.

9. Analysis of Occurrence:

The lockpin function is to maintain the warn ring adjustment. With the lockpin broken, the relief setpoint for each valve could not be assured. The failure occurred during Mode 3 operation, prior to initial criticality. The relieving capacity of the remaining safety valves always exceeded that required for safe operation, as dictated by T.S. Table 3.7.-1.

10. Corrective Action:

Upon discovery of the failure, the lockpin was replaced with one of similar design until 11/21/78. At the end of testing, 2PSV1052, 2PSV1055 and 2PSV1056 were gagged because lockpins had been used for replacements in other valves. On 11/28/78, the lockpins were replaced in all of the Main Steam Line Code Safety Valves with one of a stronger and more reliable design (see Sketch 1).

11. Failure Data:

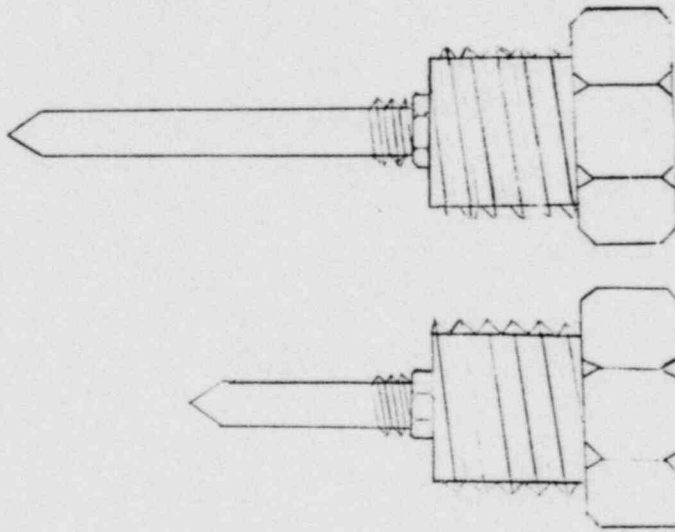
Other occurrences involving the Main Steam Safety Valves are 50-368/79-019 and 50-368/78-010; however, they are not similar.

Sketch 1

NEW LOCKPINS

New lockpins were installed under JO-5027-2 & tested by lifting 2PSV-1002 under JO-5030-2.

The new lockpins are a beefed up, new design which are stronger and will be more reliable.

OLD DESIGNNEW DESIGN