

LICENSEE EVENT REPORT

8005200567

CONTROL BLOCK: \_\_\_\_\_ (PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

01 | P | A | T | M | I | 2 | 2 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 4 | 1 | 1 | 1 | 1 | 4 | 5  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32  
LICENSEE CODE LICENSE NUMBER LICENSE TYPE CAT 58

01 | L | 6 | 0 | 5 | 0 | 0 | 0 | 3 | 2 | 0 | 7 | 0 | 4 | 1 | 3 | 8 | 0 | 8 | 0 | 5 | 1 | 3 | 8 | 0 | 3  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32  
REPORT SOURCE DOCKET NUMBER EVENT DATE REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

02 | During recovery mode operation (cold shutdown - decay heat removal) it was  
03 | determined that the exhaust flow of the Fuel Handling Bldg. HVAC System was  
04 | below the Recovery Operations Plan requirement of 46,000 CFM ± 10% (approx.  
05 | 39,000 CFM). Although the system was functionally operable and was providing  
06 | adequate ventilation, it was considered technically inoperable insofar as Tech.  
07 | Spec. 3.9.12 action (a) was concerned. The event had no effect on the plant  
08 | or its operation.

09 | A | A | 11 | X | 12 | Z | 13 | X | X | X | X | X | 14 | Z | 15 | Z | 16 | 17 | 8 | 0 | 18 | 0 | 1 | 2 | 19 | L | 20 | 0 | 21 | 0 | 0 | 0 | 0 | 22 | Y | 23 | N | 24 | Z | 25 | Z | 9 | 9 | 9 | 26  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50  
SYSTEM CODE CAUSE CODE CAUSE SUBCODE COMPONENT CODE COMP SUBCODE VALVE SUBCODE  
LER/RD REPORT NUMBER EVENT YEAR SEQUENTIAL REPORT NO OCCURRENCE CODE REPORT TYPE REVISION NO  
ACTION TAKEN FUTURE ACTION EFFECT ON PLANT SHUTDOWN METHOD HOURS ATTACHMENT SUBMITTED NRC-4 FORM SUB PRIME COMP SUPPLIER COMPONENT MANUFACTURER

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

10 | At the end of the action period, the cause of the condition has not been resolved.  
11 | It is believed that either a system imbalance exists or the Recovery Operations  
12 | Plan (ROP) flow rate may need to be revised based on system experience. Short  
13 | Term corrective action -- alteration of fan linear to achieve ROP flow rate.  
14 | Long term action will include a ROP revision.

15 | X | 28 | 0 | 0 | 0 | 29 | Recovery Mode | 30 | C | 31 | Reactor Operator Observation | 32  
7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50  
FACILITY STATUS POWER OTHER STATUS METHOD OF DISCOVERY DISCOVERY DESCRIPTION  
ACTIVITY CONTROL RELEASED OF RELEASE AMOUNT OF ACTIVITY LOCATION OF RELEASE  
PERSONNEL EXPOSURES NUMBER TYPE DESCRIPTION  
PERSONNEL INJURIES NUMBER DESCRIPTION  
LOSS OF OR DAMAGE TO FACILITY TYPE DESCRIPTION  
PUBLICITY ISSUED DESCRIPTION

LICENSEE EVENT REPORT  
NARRATIVE REPORT

LER 80-012/01L-0  
EVENT DATE - April 13, 1980

I. EXPLANATION OF OCCURRENCE

It was determined, at 2030 hours on April 6, 1980 that the Fuel Handling Exhaust flow (approximately 39,000 CFM) did not meet the 46,000 CFM + 10% value which is given in the Recovery Operations Plan Section 4.9.12. Although the system was functionally operable and providing adequate ventilation it was considered technically inoperable insofar as Technical Specification 3.9.12 action (a) was concerned.

On April 13, 1980 at 2030 the Tech. Spec. action period of 7 days expired resulting in a Technical Specification violation and prompt reportable event.

II. CAUSE OF THE OCCURRENCE

Efforts were initiated to determine the cause of the apparent low flow rate. At the end of the seven (7) day action period the condition has not been resolved. It is believed that either a system imbalance exists or the Recovery Operations Plan flow rate may need to be revised based on system experience.

III. CIRCUMSTANCE SURROUNDING THE OCCURRENCE

At the time of the occurrence, the Unit II facility was in a long term cold shutdown state.

IV. CORRECTIVE ACTIONS TAKEN OR TO BE TAKEN

As a temporary measure to meet the specified flow-rate, the line-up of Fuel Handling Exhaust fans and the Supplementary Ventilation System fans was altered to achieve a flow-rate consistent with the Recovery Operations Plan.

A Tech. Spec. change will be submitted to redefine the correct criteria for OPERABILITY of the Fuel Handling Ventilation System.

V. COMPONENT FAILURE DATA

N/A