

LICENSEE EVENT REPORT

CONTROL BLOCK: 

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 (1)

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

**LICENSE INFORMATION**

C 1 T N S N P | 1 2 | 0 0 - 0 0 0 0 0 0 - 0 0 | 3 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 5  
LICENSEE CODE 14 LICENSE NUMBER 25 26 LICENSE TYPE JO 97 CAT 99

CONT

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REPORT SOURCE

60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

DOCKET NUMBER

EVENT DATE

REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

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0 2	Unit 1 in mode 4 with RCS temperature and pressure at 340°F and 1100 psig. The auxil-
0 3	iary building gas treatment system was inoperable due to the railroad door to the cask
0 4	loading area being open without personnel being present to close the door if it were
0 5	necessary to do so. This event is reportable under 6.9.1.12.b. There was no effect
0 6	upon public health or safety. Previous occurrences - one (reference SQRO-50-327/80184).

0 8 9		SYSTEM CODE		CAUSE CODE		CAUSE SUBCODE		COMPONENT CODE		COMP. SUBCODE		VALVE SUBCODE	
0 9		S 1 C 11		D 12		Z 13		P E N E T R 14		C 15		Z 16	
7 8		9 10		11		12		13		19		20	
		EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE		REPORT TYPE		REVISION NO.			
17		8 1 22		0 5 9 26		0 29		T 30		0 37			
LER/RO REPORT NUMBER		21		23		24		27		28		31	
ACTION TAKEN		FUTURE ACTION		EFFECT ON PLANT		SHUTDOWN METHOD		HOURS		ATTACHMENT SUBMITTED		PRIME COMP. SUPPLIER	
X 18		X 19		Z 20		Z 21		0 0 0 0 22		Y 23		L 25	
33		34		35		36		37		41		43	
CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)													

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)	
1 0	A past NRR interpretation and waiver to alter opening of the equipment access door
1 1	between the auxiliary building and containment building provided the door could be
1 2	closed within 10 minutes if necessary was inappropriately applied to this condition.
1 3	The railroad door was closed immediately upon discovery of being open.

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FACILITY STATUS										% POWER										OTHER STATUS										METHOD OF DISCOVERY										DISCOVERY DESCRIPTION																																							
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ACTIVITY CONTENT RELEASED OF RELEASE										AMOUNT OF ACTIVITY										LOCATION OF RELEASE																																																											
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NAC USE ONLY ✓

Name of Preparator G. B. Kirk/M. R. Harding

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LER SUPPLEMENTAL INFORMATION

SQRO-50-327/81059 Technical Specification Involved: 3.7.8.1

Reported Under Technical Specification: 6.9.1.12.b

Date of Occurrence: 4/28/81 Time of Occurrence: 1200 CDT

Identification and Description of Occurrence:

The auxiliary building gas treatment system was inoperable due to the railroad door to the cask loading area being open without personnel present to close the door if it became necessary to do so. This event was originally evaluated as nonreportable, but subsequent reevaluation by plant management on June 2, 1981, determined the event reportable under 6.9.1.12.b.

Conditions Prior to Occurrence:

Unit 1 in mode 4 with RCS temperature and pressure at 340°F and 1100 psig.

Apparent Cause of Occurrence:

The procedural control which required personnel to be present at the door when it is open was misinterpreted. The interpretation was based on a NRR special exception allowing the auxiliary building to containment equipment access door to be opened during unit 2 construction provided the door could be closed within 10 minutes if required. This was inappropriately applied to the auxiliary building railroad door.

Analysis of Occurrence:

SQRO-50-327/80184 indicated that with the auxiliary building railroad door open, the ¼-inch H<sub>2</sub>O vacuum required for ABGTS operability could not be maintained. Following this first event, a caution tag was placed on the door to require an operator to be present when the door was opened.

Corrective Action:

The door was closed upon discovery. Personnel have been reinstructed to remain at the door while it is open. Modifications, repair work, and testing are being performed to ensure the ¼-inch H<sub>2</sub>O vacuum can be maintained when the railroad door is opened. This work will be completed prior to Unit 2 fuel load which is currently scheduled for June 21, 1981.