

**LICENSEE EVENT REPORT**

EXHIBIT A

CONTROL BLOCK:										(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)									
<div> <div>01</div> <div>N C M G S 1 2 0 0 - 0 0 0 0 0 - 0 0 3 4 1 1 1 1 4</div> <div>LICENSEE CODE 14 15 LICENSE NUMBER 25 26 LICENSE TYPE 30 57 CAT 58</div> </div>										<div> <div>01</div> <div>L 8 0 5 0 0 0 3 6 9 7 1 2 1 6 8 1 8 0 3 1 5 8 2 9</div> <div>REPORT SOURCE 60 61 DOCKET NUMBER 66 69 EVENT DATE 74 75 REPORT DATE 80</div> </div>									
<div> <div>02</div> <div>While in Mode 5, during performance of the Engineered Safety Features (ESF) Actua-</div> </div>																			
<div> <div>03</div> <div>tion Periodic Test, various initiate and reset switches on "A" and "B" trains</div> </div>																			
<div> <div>04</div> <div>Failed to acutate their designed devices, and were declared inoperable. This is</div> </div>																			
<div> <div>05</div> <div>reportable pursuant to T.S.6.9.1.12(e). No incidents have occurred since fuel</div> </div>																			
<div> <div>06</div> <div>loading which required manual actuation of the ESF loads. If the switches had</div> </div>																			
<div> <div>07</div> <div>been needed, all of the required devices could have been actuated by repeatedly</div> </div>																			
<div> <div>08</div> <div>cycling the defective switches. Therefore, the health and safety of the public</div> </div>																			
<div> <div>09</div> <div>were not affected.</div> </div>																			
<div> <div>17</div> <div> <div> <div>SYSTEM CODE</div> <div>I B 11</div> </div> <div> <div>CAUSE CODE</div> <div>E 12</div> </div> <div> <div>CAUSE SUBCODE</div> <div>X 13</div> </div> <div> <div>COMPONENT CODE</div> <div>C K T B R K 14</div> </div> <div> <div>COMP. SUBCODE</div> <div>E 15</div> </div> <div> <div>VALVE SUBCODE</div> <div>Z 16</div> </div> <div> <div>EVENT YEAR</div> <div>8 1</div> </div> <div> <div>SEQUENTIAL REPORT NO.</div> <div>1 8 8</div> </div> <div> <div>OCCURRENCE CODE</div> <div>0 1</div> </div> <div> <div>REPORT TYPE</div> <div>X</div> </div> <div> <div>REVISION NO.</div> <div>1</div> </div> <div> <div>LER/RO REPORT NUMBER</div> <div>8 1</div> </div> <div> <div>ACTION TAKEN</div> <div>X 18</div> </div> <div> <div>FUTURE ACTION</div> <div>C 19</div> </div> <div> <div>EFFECT ON PLANT</div> <div>Z 20</div> </div> <div> <div>SHUTDOWN METHOD</div> <div>Z 21</div> </div> <div> <div>HOURS</div> <div>0 0 0</div> </div> <div> <div>ATTACHMENT SUBMITTED</div> <div>Y 23</div> </div> <div> <div>NPRO-4 FORM SUB.</div> <div>N 24</div> </div> <div> <div>PRIME COMP. SUPPLIER</div> <div>L 25</div> </div> <div> <div>COMPONENT MANUFACTURER</div> <div>C 7 7 0 26</div> </div> </div> </div>																			
<div> <div>10</div> <div>Examination and analysis by Cutler Hammer found that a silver sulfide coating was</div> </div>																			
<div> <div>11</div> <div>building up on the switches silver plated switch contacts, and the low voltages</div> </div>																			
<div> <div>12</div> <div>involved were unable to establish a current path through the coating. All appro-</div> </div>																			
<div> <div>13</div> <div>priate ESF manual switches will be replaced with new switch blocks having gold</div> </div>																			
<div> <div>14</div> <div>plated switch contacts.</div> </div>																			
<div> <div>15</div> <div> <div> <div>FACILITY STATUS</div> <div>X 28</div> </div> <div> <div>% POWER</div> <div>0 0 0 29</div> </div> <div> <div>OTHER STATUS</div> <div>Mode 5 30</div> </div> <div> <div>METHOD OF DISCOVERY</div> <div>B 31</div> </div> <div> <div>DISCOVERY DESCRIPTION</div> <div>ESF Actuation Periodic Test 32</div> </div> </div> </div>																			
<div> <div>16</div> <div> <div> <div>ACTIVITY RELEASED</div> <div>Z 33</div> </div> <div> <div>CONTENT</div> <div>Z 34</div> </div> <div> <div>AMOUNT OF ACTIVITY</div> <div>N/A 35</div> </div> <div> <div>LOCATION OF RELEASE</div> <div>N/A 36</div> </div> </div> </div>																			
<div> <div>17</div> <div> <div> <div>PERSONNEL EXPOSURES</div> <div>0 0 0 37</div> </div> <div> <div>TYPE</div> <div>Z 38</div> </div> <div> <div>DESCRIPTION</div> <div>N/A 39</div> </div> </div> </div>																			
<div> <div>18</div> <div> <div> <div>PERSONNEL INJURIES</div> <div>0 0 0 40</div> </div> <div> <div>DESCRIPTION</div> <div>N/A 41</div> </div> </div> </div>																			
<div> <div>19</div> <div> <div> <div>LOSS OF OR DAMAGE TO FACILITY</div> <div>Z 42</div> </div> <div> <div>DESCRIPTION</div> <div>N/A 43</div> </div> </div> </div>																			
<div> <div>20</div> <div> <div> <div>PUBLICITY</div> <div>N 44</div> </div> <div> <div>DESCRIPTION</div> <div>N/A 45</div> </div> </div> </div>																			
<div> <div>21</div> <div> <div> <div>ISSUED</div> <div>N 46</div> </div> <div> <div>DESCRIPTION</div> <div>N/A 47</div> </div> </div> </div>																			

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