

LICENSEE EVENT REPORT

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

01 | C | A | S | O | S | 2 | 2 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 3 | 4 | 1 | 1 | 1 | 1 | 4 | 1 | 5
7 8 9 14 15 25 26 30 57 CAT 58

CON'T
01 | L | 6 | 0 | 5 | 0 | 0 | 0 | 3 | 6 | 1 | 7 | 0 | 7 | 1 | 6 | 8 | 2 | 8 | 0 | 8 | 1 | 1 | 3 | 1 | 8 | 2 | 9
7 8 60 61 68 69 74 75 80

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)
02 | The containment personnel airlock inner door became jammed in the open position.
03 | During the one hour of inner door inoperability, containment integrity was
04 | maintained by the outer door. In the event of an accident, the outer door
05 | seals would have been relied upon to avoid uncontrolled release of gases from the
06 | containment.
07 |
08 |

09 | S | A | 11 | E | 12 | B | 13 | M | E | C | F | U | N | 14 | Z | 15 | Z | 16
7 8 9 10 11 12 13 18 19 20
17 | LER/RO REPORT NUMBER | 8 | 2 | 21 | 22 | 23 | 24 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | REVISION NO. | 0 | 32
18 | ACTION TAKEN | E | 18 | 33 | 34 | 19 | 20 | 35 | 21 | 36 | 22 | 37 | 40 | 23 | 41 | 24 | 42 | 25 | 43 | 26 | 44 | 47 | 26
19 | FUTURE ACTION | D | 19 | 34 | 20 | 35 | 21 | 36 | 22 | 37 | 40 | 23 | 41 | 24 | 42 | 25 | 43 | 26 | 44 | 47 | 26
20 | EFFECT ON PLANT | Z | 20 | 35 | 21 | 36 | 22 | 37 | 40 | 23 | 41 | 24 | 42 | 25 | 43 | 26 | 44 | 47 | 26
21 | SHUTDOWN METHOD | Z | 21 | 36 | 22 | 37 | 40 | 23 | 41 | 24 | 42 | 25 | 43 | 26 | 44 | 47 | 26
22 | HOURS | 0 | 0 | 0 | 0 | 37 | 40 | 23 | 41 | 24 | 42 | 25 | 43 | 26 | 44 | 47 | 26
23 | ATTACHMENT SUBMITTED | N | 23 | 41 | 24 | 42 | 25 | 43 | 26 | 44 | 47 | 26
24 | NPD-4 FORM SUB. | N | 24 | 42 | 25 | 43 | 26 | 44 | 47 | 26
25 | PRIME COMP. SUPPLIER | N | 25 | 43 | 26 | 44 | 47 | 26
26 | COMPONENT MANUFACTURER | C | 3 | 1 | 0 | 44 | 47 | 26

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)
10 | Heavy personnel traffic associated with the plant startup between initial
11 | fuel load and initial criticality is considered the major cause of linkage
12 | being out of adjustment. Preventive maintenance has been performed and a
13 | complete overhaul is scheduled for the first shutdown.
14 |

15 | B | 28 | 0 | 0 | 0 | 29 | NA | 30 | A | 31 | Operator observation | 32
7 8 9 10 12 13 44 45 46 80
16 | Z | 33 | Z | 34 | NA | 35 | NA | 36 | 36
7 8 9 10 11 44 45 80
17 | 0 | 0 | 0 | 37 | Z | 38 | NA | 39
7 8 9 10 11 12 13 80
18 | 0 | 0 | 0 | 40 | NA | 41
7 8 9 10 11 12 80
19 | Z | 42 | NA | 43
7 8 9 10 80
20 | N | 44 | NA | 45
7 8 9 10 80
21 | NA | 46
7 8 9 10 80

8209080101 820813
PDR ADOCK 05000361
S PDR

H. B. Ray

NRC USE ONLY
68 69 80

NAME OF PREPARER: _____ PHONE: 714/492-7700