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Unit 1 was operating 80 percent; Unit 2 was operating at 100 percent; and Unit 3 was in a refueling outage. At 1315, during performance of routine testing on the standby gas treatment system (BH), it was observed that the station instruments were showing the "A" train (AHU) flow to be less than the design flow required by Technical Specifications. At 1445, a pitot tube traverse was performed on the main inlet duct (DUCT) to the "A" train. The measured flow was 5125 cfm. Design flow is 9000 cfm +/- 10 percent.

An investigation revealed that the manual discharge dampers (CDMP) on both "A" and "C" trains were off their marked position. The dampers were returned to their proper position and a pitot tube traverse was performed for the "A" and "C" trains. The measured flows were 8761 cfm and 8827 cfm, respectively. Train "B" had been previously measured to be 9100 cfm.

Upon an accident signal on any unit, all three standby gas treatment systems trains will start. The system is designed to exhaust a minimum of 14,000 cfm of air with two air cleanup trains operating. "B" train was fully operable, and total flow of "A" and "C" combined with "B" would have provided sufficient flow to meet design requirements. Therefore, there was no safety consequences of the event, during an accident, provided no failure of "B" train occurred. Had an accident occurred and "B" failed, secondary containment negative pressure would be less than 0.25 inches of water, and in all probability some increase in the leakage of radioactive material and dose rate would be seen. However, from discovery of the "A" train low flow until full flow was achieved was less than two hours.

Plant Instructions state that manual discharge dampers shall not be moved off their proper positions without performance of a pitot tube traverse. Also, caution order tags and lock nuts were in place on each damper. This was because of a similar event that had occurred.

Due to the unknown nature of this occurrence, additional recurrence control of the three standby gas discharge dampers being added to Operations Section's weekly reactor building manual damper checklist has been accomplished. This will assure even closer surveillance than previously used.

Responsible Plant Section

Unknown

Previous Similar Events

BFR0-50-259/83034

TENNESSEE VALLEY AUTHORITY

Browns Ferry Nuclear Plant P. O. Box 2000 Decatur, Alabama 35602

February 6, 1984

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U. S. Nuclear Regulatory Commission Document Control Desk Washington, D. C. 20555

Dear Sir:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT UNIT 1 - DOCKET NO. 50-259 - FACILITY OPERATING LICENSE DPR-33 - REPORTABLE OCCURRENCE REPORT BFR0-50-259/84003

The enclosed report provides details concerning standby gas treatment systems in degraded mode. This report is submitted in accordance with 10 CFR 50.73 (a)(2)(ii), (a)(2)(v), and (a)(2)(vii).

Very truly yours,

TENNESSEE VALLEY AUTHORITY

G. T. Jones Power Plant Superintendent Browns Ferry Nuclear Plant

Enclosure cc (Enclosure):

Regional Administrator U. S. Nuclear Regulatory Commission Office of Inspection and Enforcement Region II 101 Marietta Street, Suite 2900 Atlanta, GA 30303

NRC Inspector, Browns Ferry Nuclear Plant

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