

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

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60	61	SECRET NUMBER
EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)		

7 8 9 resulted.

SYSTEM CODE A A (11)		CAUSE CODE D (12)		CAUSE SUBCODE Z (13)		COMPONENT CODE Z Z Z Z Z Z Z (14)						COMP. SUBCODE Z (15)		VALVE SUBCODE Z (16)													
EVENT YEAR 8 0 (22)		SEQUENTIAL REPORT NO. 0 0 1 (26)		OCCURRENCE CODE 0 3 (29)		REPORT TYPE L (30)		REVISION NO. 0 (32)		ACTION TAKEN G (33)		FUTURE ACTION Z (34)		EFFECT ON PLANT Z (35)		SHUTDOWN METHOD Z (36)		HOURS 0 0 0 0 (40)		ATTACHMENT SUBMITTED Y (41)		NPRD-4 FORM SUB. N (42)		PRIME COMP. SUPPLIER Z (43)		COMPONENT MANUFACTURER Z 9 9 9 (46)	

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

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1 0 The event resulted from an inadequate procedure, in that no requirement for correct
1 1 alignment of the ventilation system was included in the special procedure. Upon
1 2 identification of the condition all fuel movement was discontinued and the ventilation
1 3 system was correctly aligned. Special procedure (#204) was revised to include initial
1 4 conditions which reflect the required conditions of the SFB ventilation system
7 8 9 necessary for fuel movement.

ISSUED (44) DESCRIPTION (45) 68 69 80
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2 0 N
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SUPPLEMENTAL INFORMATION

FOR

LICENSEE EVENT REPORT 80-001

Cause Description and Analysis

At approximately 0935 on January 9, 1980 while performing a special test (Number 204), a spent fuel assembly was moved from its storage position in the Spent Fuel Pit (SFP) to the SFP elevator with the Spent Fuel Building (SFB) HVAC improperly aligned for fuel movement in the SFP. This was contrary to the conditions of Technical Specification 3.8.1.i for refueling operations and constitutes a thirty day report in accordance with 6.9.2.b (2) of the Technical Specifications.

Special Procedure 204, Inspection Procedure for Guide Tube Eddy Current Examination, requires examination of several discharged fuel assemblies. The procedure required that the assembly to be examined be moved to the elevator from its storage location, inspected and returned to its storage location. No requirement was included in the procedure to align the HVAC system for exhaust through HEPA and charcoal filters during the fuel movement. The operator, not being properly instructed, did not align the system prior to moving the first assembly to be inspected at approximately 0935. At 0940 it was realized by the operator that the SFB HVAC had not been checked for proper alignment. Fuel Handling operations were discontinued until the HVAC exhaust was checked and properly aligned.

No adverse impact resulted from this event. The SFB HVAC is required to be aligned to exhaust through HEPA and charcoal filters during refueling operations in the unlikely event of a fuel handling accident occurring in the SFP. Ceasing fuel movement eliminated the potential for a fuel handling accident and therefore resulted in no adverse impact to the health and safety of the public.

Corrective Action

Upon realization that the system may not be aligned properly, fuel movement was stopped. The SFB HVAC system was aligned for exhaust through HEPA and charcoal filters prior to the resumption of fuel movement. In addition Special Procedure 204 was changed to reflect all required conditions of the HVAC system during movement of fuel in the SFP. In addition, the personnel involved were cautioned to be more observant in the future of the requirements for movement of irradiated fuel in the SFP.

Corrective Action To Prevent Further Occurrence

Adherence to the procedure change will prevent recurrence.