

**LICENSEE EVENT REPORT**

EXHIBIT A

CONTROL BLOCK:										(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)									
<div> <div>01</div> <div>N C M G S</div> <div>12</div> <div>00-00000000-000</div> <div>34</div> <div>111111</div> <div>4</div> <div></div> <div>5</div> </div>										<div> <div>7</div> <div>8</div> <div>9</div> <div>14</div> <div>15</div> <div>25</div> <div>26</div> <div>30</div> <div>37</div> <div>38</div> </div>									
<div> <div>01</div> <div>16</div> <div>05</div> <div>00003697</div> <div>04</div> <div>1481</div> <div>8</div> <div>04</div> <div>2881</div> <div>9</div> </div>										<div> <div>7</div> <div>8</div> <div>9</div> <div>14</div> <div>15</div> <div>25</div> <div>26</div> <div>30</div> <div>37</div> <div>38</div> </div>									
EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)																			
<div> <div>02</div> <div>While in Mode 3, initial fuel loading, failure of one seal of the lower</div> </div>																			
<div> <div>03</div> <div>personnel air lock and one seal of the upper personnel air lock occurred.</div> </div>																			
<div> <div>04</div> <div>In order to initiate repairs, containment integrity had to be breached.</div> </div>																			
<div> <div>05</div> <div>Since only new fuel is in the core, the health and safety of the public were</div> </div>																			
<div> <div>06</div> <div>not affected. This is reportable per Technical Specification 6.9.1.12(i).</div> </div>																			
<div> <div>07</div> <div></div> </div>																			
<div> <div>08</div> <div></div> </div>																			
<div> <div>09</div> <div> <div> <div>SYSTEM CODE</div> <div>S D</div> <div>11</div> </div> <div> <div>CAUSE CODE</div> <div>E</div> <div>12</div> </div> <div> <div>CAUSE SUBCODE</div> <div>B</div> <div>13</div> </div> <div> <div>COMPONENT CODE</div> <div>P E N E L R</div> <div>14</div> </div> <div> <div>COMP. SUBCODE</div> <div>A</div> <div>15</div> </div> <div> <div>VALVE SUBCODE</div> <div>Z</div> <div>16</div> </div> </div> </div>																			
<div> <div>17</div> <div> <div>LER/NO REPORT NUMBER</div> <div>81</div> <div>21</div> </div> <div> <div>EVENT YEAR</div> <div>81</div> <div>22</div> </div> <div> <div>SEQUENTIAL REPORT NO.</div> <div>036</div> <div>24</div> </div> <div> <div>OCCURRENCE CODE</div> <div>01</div> <div>25</div> </div> <div> <div>REPORT TYPE</div> <div>T</div> <div>26</div> </div> <div> <div>REVISION NO.</div> <div>1</div> <div>27</div> </div> </div>																			
<div> <div>18</div> <div> <div>ACTION TAKEN</div> <div>A</div> <div>33</div> </div> <div> <div>FUTURE ACTION</div> <div>A</div> <div>34</div> </div> <div> <div>EFFECT ON PLANT</div> <div>Z</div> <div>35</div> </div> <div> <div>SHUTDOWN METHOD</div> <div>Z</div> <div>36</div> </div> <div> <div>HOURS</div> <div>0000</div> <div>37</div> </div> <div> <div>ATTACHMENT SUBMITTED</div> <div>Y</div> <div>38</div> </div> <div> <div>NPRO-4 FORM SUB.</div> <div>N</div> <div>39</div> </div> <div> <div>PRIME COMP. SUPPLIER</div> <div>L</div> <div>40</div> </div> <div> <div>COMPONENT MANUFACTURER</div> <div>W302</div> <div>41</div> </div> </div>																			
CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)																			
<div> <div>13</div> <div>The seals were designed for an operating pressure of 55 psi. The actual pressure used was 90 psi. The seals were also not designed for inflation while</div> </div>																			
<div> <div>11</div> <div>unconstrained. The door was not always properly aligned and therefore the</div> </div>																			
<div> <div>12</div> <div>seals were virtually unconstrained. Seal inflation pressure was reduced to</div> </div>																			
<div> <div>14</div> <div>60 psi, access was limited through the doors and new seals will be installed.</div> </div>																			
<div> <div>15</div> <div> <div> <div>FACILITY STATUS</div> <div>X</div> <div>28</div> </div> <div> <div>% POWER</div> <div>0000</div> <div>29</div> </div> <div> <div>OTHER STATUS</div> <div>Mode 3</div> <div>30</div> </div> <div> <div>METHOD OF DISCOVERY</div> <div>A</div> <div>31</div> </div> <div> <div>DISCOVERY DESCRIPTION</div> <div>Personnel Observation</div> <div>32</div> </div> </div> </div>																			
<div> <div>16</div> <div> <div> <div>ACTIVITY RELEASED OF RELEASE</div> <div>Z</div> <div>33</div> </div> <div> <div>CONTENT</div> <div>Z</div> <div>34</div> </div> <div> <div>AMOUNT OF ACTIVITY</div> <div>NA</div> <div>35</div> </div> <div> <div>LOCATION OF RELEASE</div> <div>NA</div> <div>36</div> </div> </div> </div>																			
<div> <div>17</div> <div> <div> <div>PERSONNEL EXPOSURES NUMBER</div> <div>000</div> <div>37</div> </div> <div> <div>TYPE</div> <div>Z</div> <div>38</div> </div> <div> <div>DESCRIPTION</div> <div>NA</div> <div>39</div> </div> </div> </div>																			
<div> <div>18</div> <div> <div> <div>PERSONNEL INJURIES NUMBER</div> <div>000</div> <div>40</div> </div> <div> <div>DESCRIPTION</div> <div>NA</div> <div>41</div> </div> </div> </div>																			
<div> <div>19</div> <div> <div> <div>LOSS OF OR DAMAGE TO FACILITY TYPE</div> <div>Z</div> <div>42</div> </div> <div> <div>DESCRIPTION</div> <div>NA</div> <div>43</div> </div> </div> </div>																			
<div> <div>20</div> <div> <div> <div>PUBLICITY ISSUED DESCRIPTION</div> <div>N</div> <div>44</div> </div> <div> <div>DESCRIPTION</div> <div>NA</div> <div>45</div> </div> </div> </div>																			
<div> <div>NAME OF PREPARER</div> <div>R. W. Ouellette</div> <div>PHONE</div> <div>(704) 373-7530</div> </div>																			