



Metropolitan Edison Company
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Writer's Direct Dial Number

June 17, 1980
TLL 288

Office of Inspection and Enforcement
Attn: B. H. Grier, Director
Region I
U. S. Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

Dear Sir:

Three Mile Island Nuclear Station, Unit II (TMI-2)
Operating License No. DPR-73
Docket No. 50-320
Licensee Event Report 80-022/03L-0

Attached please find Licensee Event Report 80-022/03L-0 concerning the low Fuel Handling Building Exhaust Flow on May 18, 1980.

This event constitutes a violation of Section 3.9.12 and is considered reportable under Section 6.9.1.9 of the Interim Recovery Technical Specifications.


Sincerely,

/s/ G. K. Hovey

G. K. Hovey
Director, TMI-II

GKH:SDC:lma

Attachments

cc: J. T. Collins


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LICENSEE EVENT REPORT

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

01 PLATMTR 2000-00000000-00034111145 LICENSE CODE LICENSE NUMBER LICENSE TYPE CAT

CON'T 01 REPORT SOURCE L6050000320705188080617809 DOCKET NUMBER EVENT DATE REPORT DATE

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES

02 During recovery mode operation (decay heat removal - cold shutdown state) at 1600 hours
03 on May 18, 1980, the Fuel Handling Building Exhaust Flow was discovered below the
04 Recovery Operations Plan requirement of 46,000SCFM±10% for the period of 0800 to 1600
05 hours. The flow recorder showed that the exhaust flow decreased gradually until 1500
06 hours when the flow dropped sharply to 10,000 SCFM. This condition was a violation
07 of Technical Specification 3.9.12 This event had no effect on the plant, its
08 operation or the health and safety of the public.

09 SYSTEM CODE AA CAUSE CODE E CAUSE SUBCODE C COMPONENT CODE M E C F U N COMP SUBCODE Z VALVE SUBCODE Z
17 LER/RO REPORT NUMBER 80 EVENT YEAR 80 SEQUENTIAL REPORT NO. 022 OCCURRENCE CODE 03 REPORT TYPE Z REVISION NO. 0
ACTION TAKEN AZ FUTURE ACTION Z EFFECT ON PLANT Z SHUTDOWN METHOD Z HOURS 0000 ATTACHMENT SUBMITTED Y NPRO-4 FORM SUB. N PRIME COMP. SUPPLIER A COMPONENT MANUFACTURER A124

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS

10 The universal coupling on the manual inlet damper for fans AH-E -10A & B failed
11 allowing the damper to close. Exhaust fans AH-E-10A & B were secured and the
12 redundant train fans C & D were started. The required flow was reestablished. The
13 failed universal coupling was replaced with a straight coupling. The A/B fan train
14 was returned to OPERABLE within the action period.

15 FACILITY STATUS X % POWER 000 OTHER STATUS Recovery mode METHOD OF DISCOVERY B DISCOVERY DESCRIPTION Operator Observation

16 ACTIVITY CONTENT Z RELEASED OF RELEASE Z AMOUNT OF ACTIVITY NA LOCATION OF RELEASE NA

17 PERSONNEL EXPOSURES NUMBER 000 TYPE Z DESCRIPTION NA

18 PERSONNEL INJURIES NUMBER 000 DESCRIPTION NA

19 LOSS OF OR DAMAGE TO FACILITY TYPE Z DESCRIPTION NA

20 ISSUED DESCRIPTION Z 8006240510 NRC USE ONLY

LICENSEE EVENT REPORT
NARRATIVE REPORT
TMI-II
LER 80-022/03L-0
EVENT DATE - May 18, 1980

I. EXPLANATION OF OCCURRENCE

The Fuel Handling Exhaust Flow was discovered below the Recovery Operations Plan limit of 41,400 SCFM from 0800 to 1600 hours. The flow recorder showed that the exhaust flow decreased gradually until 1500 hours when the flow dropped sharply to 10,000 SCFM. This condition is in violation of Tech. Spec 3.9.12. Upon inspection of the exhaust system the common inlet damper was found to have gone closed. The shaft universal was failed thus allowing the manual damper position to drift. The redundant exhaust fans AH-E-10C and D were started in compliance with the action statement of Tech Spec 3.9.12.

II. CAUSE OF THE OCCURRENCE

The universal coupling on the manual inlet damper shaft for the Fuel Handling Exhaust fans AH-E-10A and B failed.

III. CIRCUMSTANCES SURROUNDING THE OCCURRENCE

At the time of the occurrence, the Unit II facility was in a long term cold shutdown state. The reactor decay heat was being removed via natural circulation to the A steam generator which is operating in a 'steaming' mode. Throughout the event there was no Loss of Natural Circulation heat removal in the RCS system.

IV. CORRECTIVE ACTIONS TAKEN OR TO BE TAKEN

The AH-E-10A and B fans were secured and the redundant exhaust train fans AH-E-10C and D were started in order to satisfy the surveillance requirements of Section 4.9.12. The required flow was reestablished.

The universal coupling was replaced by a straight coupling and then tested prior to returning the damper to service. The A/B fan train was returned to OPERABLE status within the action period. Furthermore, the three (3) other dampers using this type of universal coupling were fitted with straight couplings to eliminate the possibility of similar failures.

V. COMPONENT FAILURE DATA

Universal was supplied by Air Balance. No part numbers could be found.