

444 South 16th Street Mall Omaha, NE 68102-2247

LIC-12-0142 September 24, 2012

U.S. Nuclear Regulatory Commission Attn: Document Control Desk Washington, DC 20555-0001

Reference: Docket No. 50-285

Subject: Licensee Event Report 2012-017, Revision 0, for the Fort Calhoun Station

Please find attached Licensee Event Report 2012-017, Revision 0, dated September 24, 2012. This report is being submitted pursuant to 10 CFR 50.73(a)(2)(v)(D).

There are no new commitments being made in this letter.

If you should have any questions, please contact me.

Sincerely,

Louis P. Cortopassi Vice President and CNO

LPC/rjr/epm

Attachment

C:

- E. E. Collins, Jr., NRC Regional Administrator, Region IV
 - L. E. Wilkins, NRC Project Manager
 - J. C. Kirkland, NRC Senior Resident Inspector

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NRC FORM 366A (10-2010)

LICENSEE EVENT REPORT (LER) CONTINUATION SHEET

U.S. NUCLEAR REGULATORY COMMISSION

1. FACILITY NAME	2. DOCKET	6	. LER NUMBER			3. PAGE	
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Fort Calhoun Station	05000285	2012	- 017 -	0		OF	З

NARRATIVE

BACKGROUND

System Description

HCV-238 is the Reactor Coolant System (RCS) Loop 1A Charging Line Stop Valve. This valve performs an active safety function in the open and closed positions and fails open on loss of air. An air accumulator is provided to ensure that this valve can perform its closed safety function on loss of air for 25 hours. Failure of the nitrile elastomers during a design basis accident (DBA) would not affect the safety related function of this valve, but would hinder the ability to prevent excessive RCS depressurization.

HCV-239 is the RCS Loop 2A Charging Line Stop Valve. This valve performs an active safety function in both the open and closed positions and fails open on loss of air. An air accumulator is provided to ensure that this valve can perform its closed safety function on loss of air for 25 hours. Failure of the nitrile elastomers during a DBA would hinder the valve's ability to perform a safety related function.

HCV-240 is the Pressurizer, RC-4, Auxiliary Spray Inlet Valve. This valve performs an active safety function in both the open and closed positions and fails closed on loss of air. An air accumulator is provided to ensure that this valve can perform its open safety function on loss of air for 25 hours. Failure of the nitrile elastomers during a DBA would hinder the valve's ability to perform a safety related function.

EVENT DESCRIPTION

While performing an extent of condition review of Condition Report (CR) 2012-05509, which questioned the adequacy of air operated equipment inside containment to withstand containment main steam line break (MSLB) and loss of coolant accident (LOCA) temperatures, it was discovered that valves HCV-238, HCV-239, and HCV-240 have nitrile based elastomers for the air filter regulator and actuator that may not be able to withstand Containment MSLB and LOCA temperatures. The design temperature limit for the nitrile elastomers used in the valves is 180°F which is acceptable for the normal operating conditions inside Containment of 120°F. However, during MSLB and LOCA accident the temperature inside Containment is analyzed to reach 370°F. Since these valves have both open and close functions failure of the nitrile based elastomers could prevent the valves from fulfilling their intended safety function. This condition is being submitted pursuant to:

10 CFR 50.73(a)(2)(v)(D). Any event or condition that could have prevented the fulfillment of the safety function of structures or systems that are needed to mitigate the consequences of an accident.

CONCLUSION

A cause analysis is in-process. When completed, this LER will be supplemented.

CORRECTIVE ACTIONS

A cause analysis is in-process. When completed, this LER will be supplemented.

SAFETY SIGNIFICANCE

NRC FORM 366A (10-2010)

LICENSEE EVENT REPORT (LER) CONTINUATION SHEET

1. FACILITY NAME	2. DOCKET	6	. LER NUMBER	3. PAGE			
Fort Calhoun Station	05000005	YEAR	SEQUENTIAL NUMBER	REV NO.	3	OF	0
Fort Carlouri Station	05000285	2012	- 017 -	0			3

NARRATIVE

A cause analysis is in-process. When completed, this LER will be supplemented.

SAFETY SYSTEM FUNCTIONAL FAILURE

This event does result in a safety system functional failure in accordance with NEI-99-02.

PREVIOUS EVENTS

A cause analysis is in progress. Previous Events will be determined from the results of the cause analysis.