

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

Central File
50-296

September 26, 1977

Mr. James P. O'Reilly, Director
U.S. Nuclear Regulatory Commission
Office of Inspection and Enforcement
Region II
230 Peachtree Street, NW., Suite 1217
Atlanta, Georgia 30303

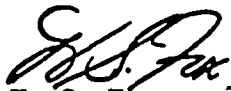
Dear Mr. O'Reilly:

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT UNIT 3 -
DOCKET NO. 50-296 - FACILITY OPERATING LICENSE DPR-68 - REPORTABLE
OCCURRENCE REPORT BFRO-50-296/7717

The enclosed report provides details concerning the primary containment
isolation valve 3-FCV-77-2A on the drywell floor drain sump pump
discharge line which would not operate as required by Technical
Specification 3.7.D.1 during routine operability checks. This report
is submitted in accordance with Browns Ferry unit 3 Technical
Specifications, Section 3.7.2.b.(2).

Very truly yours,

TENNESSEE VALLEY AUTHORITY



H. S. Fox
Director of Power Production

Enclosure

cc (Enclosure):

Director (3)
Office of Management Information and Program Control
U.S. Nuclear Regulatory Commission
Washington, DC 20555

Director (40)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

EVENT DESCRIPTION (Continued)

During routine operability checks, primary containment isolation valve 3-FCV-77-2A on the drywell floor drain sump pump discharge line would not operate as required by Technical Specification 3.7.D.1. Reactor operation was continued by deactivating the valve in the closed position as allowed by Technical Specification 3.7.D.2. Repairs were made by fixing a cracked air line oiler and replacement of a sticking flow solenoid valve in the air supply to the FCV-77-2A air operator. Previous solenoid failures are reported on BFAO-7351W and BFAO-50-260/7414W:

CAUSE DESCRIPTION (Continued):

The air supply line oiler cracked, thus losing lubrication to the solenoid control valve (FSV-77-2A). Lack of lubrication caused FSV-77-2A to fail to operate properly; therefore, the primary containment isolation valve was inoperable. The oiler was manufactured by Dyna-Quip # LI-11-6, model M7; the solenoid valve is a Versa model VSG-3521.