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Point Beach Nuclear Plant

PBNP SHUTDOWN SAFETY ASSESSMENT AND FIRE CONDITION CHECKLIST

Date: May 4, 2004 Time: 1400 Preparer: Mike LeGreve U 1 R 28

NOTE: Refer to base procedure NP 10.3.6 for safety assessment checklist KSF definitions.

NOTE: Whenever fuel has been removed from the reactor vessel and refueling cavity, all key safety functions are GREEN except spent fuel pool cooling.

KEY SAFETY FUNCTION CRITERIA: No/False = 0, Yes/True = 1 through 4

REACTIVITY				Subtotal	Condition
1.	RCS Boron concentration = 3014 ppm				
a.)	For RSD, RCS boron > Refueling boron concentration specified in unit-specific COLR (TRM 2.1) > 2200 ppm				
b.)	For CSD and prior to RSD no fuel motion, RCS boron > boron concentration required by OP 3C	(0-1)	<u>1</u>	0-1	RED
2.	Number of boration paths	(0-2)	<u>2</u>	2	ORANGE
3.	No fuel motion	(0-1)	<u>1</u>	3-4	YELLOW
4.	SR instrumentation operable	(0-1)	<u>1</u>	5	GREEN
	Cavity Boron concentration = 3015 ppm				
	Subtotal =		<u>5</u>		

CORE COOLING				Subtotal	Condition
1.	Number of SG available for DHR	(0-2)	<u>0</u>	0-1	RED
2.	Refueling cavity filled	(0-1)	<u>1</u>	2	ORANGE
3.	Number of trains RHR available	(0-2)	<u>2</u>	3	YELLOW
4.	RCS level above REDUCED INVENTORY	(0-1)	<u>1</u>	4-5	GREEN
	RCS TEMP = 83°F; 31 days shutdown, RCS Level = Refueling Height				
	RCS Time to Boil <u>33 hrs</u> (Applicable at Cold or Refueling Shutdown)				
	Subtotal =		<u>4</u>		

POWER AVAILABILITY				Subtotal	Condition
1.	Independent off-site power sources available to A-05 and A-06 (totally independent at the 4160 V, 13.8 kV, and 345 kV levels)	(0-2)	<u>2</u>	1 2 3 4-5	RED ORANGE YELLOW GREEN
2.	G-01 or G-02/A-05/B-03 available	(0-1)	<u>1</u>		
	G-03 or G-04/A-06/B-04 available	(0-1)	<u>1</u>		
3.	G-05 available, Reactor Cavity filled to ≥ 23 ft above the top of the reactor vessel flange, upper internals removed and RCS time to boil ≥ 12 hours.	(0-1)	<u>1</u>		
	Subtotal =		<u>5</u>		

INVENTORY				Subtotal	Condition
1.	Pressurizer level ≥ 20 percent w/head on			0-1	RED
		(0-1)	<u>0</u>	2	ORANGE
2.	Refueling Cavity filled (see definition)	(0-3)	<u>3</u>	3	YELLOW
3.	RCS level above REDUCED INVENTORY	(0-1)	<u>1</u>	4	GREEN
4.	Makeup from VCT/BLENDER and/or RWST available	(0-2)	<u>0</u>		
	Subtotal =		<u>4</u>		

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CONTAINMENT		Subtotal	Condition
1.	Containment integrity (TS 15.1.D) {Containment Operable} {ITS TS 3.6.1} set	0 1	RED ORANGE
2.	Containment Closure CL-1E maintained and closure < time to boil	2-3 4-5-6	YELLOW GREEN
3.	No fuel motion		
4.	DHR Capability:		
	- cavity flooded and internals out		
	<u>OR</u>		
	- at least one SG available		
	<u>OR</u>		
	- one fan cooler with Equip hatch installed and personnel hatches capable of being shut		
	(0-1) <u>1</u>		
Subtotal = <u>4</u>			

SPENT FUEL POOL COOLING
(ONLY APPLICABLE when starting AND during FULL CORE OFFLOADS)

NOTE: Take credit for only one P-12 independent offsite power source during periods of single X-03 or X-04 availability (*).

		Subtotal	Condition
1.	"A" SFP cooling pump available with power available from:	0-1	RED
	- G-02 or G-01 via 2B-32	2	ORANGE
	-(*) an independent off-site power source different than that for Train B below	3	YELLOW
	(0-1) <u>NA</u>	4-5	GREEN
2.	"B" SFP cooling pump available with power available from:		
	- G-03 or G-04 via 1B-42		
	-(*) an independent off-site power source different than that for Train A above		
	(0-1) <u>NA</u>		
3.	Temporary power available to one SFP cooling pump, G-05 available, and SFP time to boil \geq 12 hours.		
	(0-1) <u>NA</u>		
Subtotal = <u>NA</u>			

SFP Temperatures:

NW NA °FSE NA °FSFP Average Temp NA °FSFP Time to Boil NA

GIVE A BRIEF EXPLANATION OF ANY CHANGE IN SAFETY ASSESSMENT THAT TOOK PLACE:

"A" Train RHR returned to service.
1B42 power down in progress.

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OUTAGE SAFETY ASSESSMENT

UNIT: 1

DATE: May 4, 2004

TIME: 1400

KEY SAFETY FUNCTIONS:

REACTIVITY: GREEN

CORE COOLING: GREEN

POWER AVAILABLE: GREEN

INVENTORY: GREEN

CONTAINMENT: GREEN

SFP COOLING: NA

PROTECTED EQUIPMENT:

COMMENTS:

RCS Time to Boil is 33 hours

Fire Protection Condition IV: Credit is taken for fire rounds as fire prevention contingency