



Entergy Nuclear Operations, Inc.
Palisades Nuclear Plant
27780 Blue Star Memorial Highway
Covert, MI 49043

May 3, 2007

10 CFR 50.73(a)(2)(i)(B)

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

Palisades Nuclear Plant
Docket 50-255
License No. DPR-20

Licensee Event Report 07-004, Shutdown Cooling Train Inoperable

Dear Sir or Madam:

Licensee Event Report (LER) 07-004 is enclosed. The LER describes the occurrence of one inoperable shutdown cooling train when two trains were required to be operable by Technical Specifications. This event is reportable in accordance with 10 CFR 50.73(a)(2)(i)(B).

Summary of Commitments

This letter contains no new commitments and no revisions to existing commitments.

A handwritten signature in black ink, appearing to read "C. Schwarz".

Christopher J. Schwarz
Site Vice President
Palisades Nuclear Plant

Enclosure (1)

CC Administrator, Region III, USNRC
Project Manager, Palisades, USNRC
Resident Inspector, Palisades, USNRC

JE22

ENCLOSURE 1

LER 07-004, Shutdown Cooling Train Inoperable

3 Pages Follow

LICENSEE EVENT REPORT (LER)

(See reverse for required number of digits/characters for each block)

Estimated burden per response to comply with this mandatory collection request: 50 hours. Reported lessons learned are incorporated into the licensing process and fed back to industry. Send comments regarding burden estimate to the Records and FOIA/Privacy Service Branch (T-5 F52), U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, or by internet e-mail to infocollects@nrc.gov, and to the Desk Officer, Office of Information and Regulatory Affairs, NEOB-10202, (3150-0066), Office of Management and Budget, Washington, DC 20503. If a means used to impose an information collection does not display a currently valid OMB control number, the NRC may not conduct or sponsor, and a person is not required to respond to, the information collection.

FACILITY NAME (1) Palisades Nuclear Plant	DOCKET NUMBER (2) 05000-255	PAGE (3) 1 of 3
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TITLE (4)
Shutdown Cooling Train Inoperable

EVENT DATE (5)			LER NUMBER (6)			REPORT DATE (7)			OTHER FACILITIES INVOLVED (8)		
MO	DAY	YEAR	YEAR	SEQUENTIAL NUMBER	REV NO	MO	DAY	YEAR	FACILITY NAME	DOCKET NUMBER	
04	25	2006	2007	-- 004	-- 00	05	03	2007	FACILITY NAME	DOCKET NUMBER	
OPERATING MODE (9)		6	THIS REPORT IS SUBMITTED PURSUANT TO THE REQUIREMENTS OF 10 CFR 3: (Check all that apply) (11)								
POWER LEVEL (10)		000	20.2201(b)			20.2203(a)(3)(ii)			50.73(a)(2)(ii)(B)	50.73(a)(2)(ix)(A)	
			20.2201(d)			20.2203(a)(4)			50.73(a)(2)(iii)	50.73(a)(2)(x)	
			20.2203(a)(1)			50.36(c)(1)(i)(A)			50.73(a)(2)(iv)(A)	73.71(a)(4)	
			20.2203(a)(2)(i)			50.36(c)(1)(ii)(A)			50.73(a)(2)(v)(A)	73.71(a)(5)	
			20.2203(a)(2)(ii)			50.36(c)(2)			50.73(a)(2)(v)(B)	OTHER Specify in Abstract below or in NRC Form 366A	
			20.2203(a)(2)(iii)			50.46(a)(3)(ii)			50.73(a)(2)(v)(C)		
			20.2203(a)(2)(iv)			50.73(a)(2)(i)(A)			50.73(a)(2)(v)(D)		
			20.2203(a)(2)(v)		X	50.73(a)(2)(i)(B)			50.73(a)(2)(vii)		
			20.2203(a)(2)(vi)			50.73(a)(2)(i)(C)			50.73(a)(2)(viii)(A)		
			20.2203(a)(3)(i)			50.73(a)(2)(ii)(A)			50.73(a)(2)(viii)(B)		

LICENSEE CONTACT FOR THIS LER (12)

NAME Daniel G. Malone	TELEPHONE NUMBER (Include Area Code) (269) 764-2463
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COMPLETE ONE LINE FOR EACH COMPONENT FAILURE DESCRIBED IN THIS REPORT (13)

CAUSE	SYSTEM	COMPONENT	MANU-FACTURER	REPORTABLE TO EPIX	CAUSE	SYSTEM	COMPONENT	MANU-FACTURER	REPORTABLE TO EPIX

SUPPLEMENTAL REPORT EXPECTED (14)				EXPECTED SUBMISSION DATE (15)		
YES (If yes, complete EXPECTED SUBMISSION DATE).	X	NO		MONTH	DAY	YEAR

ABSTRACT

In the period between April 25, 2006, and April 30, 2006, maintenance was performed on a valve that necessitated the isolation of shutdown cooling heat exchanger (SDCHX) E-60B to facilitate the work. Isolating one SDCHX was considered to have no effect on the requirement to maintain two operable shutdown cooling (SDC) trains, as it was considered acceptable to credit a single SDCHX to both operable SDC trains, provided that sufficient heat removal capacity could be obtained with one SDCHX.

Subsequently, on March 5, 2007, it was determined that the practice of simultaneously crediting a single SDCHX to both operable SDC trains was not supported by the plant licensing bases, and that a distinct SDCHX is required for each operable SDC train. Therefore, during the time SDCHX E-60B was isolated in April 2006, one train of SDC was inoperable when two trains were required, and action to immediately restore the inoperable SDC train to operable status in accordance with Technical Specification (TS) 3.9.5 Condition A and TS 3.4.8 Condition A was not taken.

This occurrence is reportable in accordance with 10 CFR 50.73(a)(2)(i)(B) as a condition prohibited by the Technical Specifications.

LICENSEE EVENT REPORT (LER)
TEXT CONTINUATION

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TEXT (If more space is required, use additional copies of NRC Form 366A) (17)

EVENT DESCRIPTION

In the period between April 25, 2006, and April 30, 2006, maintenance was performed on a valve that necessitated the isolation of shutdown cooling heat exchanger (SDCHX) [HX;BP] E-60B to facilitate the work. At the time, the plant was initially in Mode 6, with Technical Specification (TS) Limiting Condition For Operation (LCO) 3.9.5, "Shutdown Cooling (SDC) and Coolant Circulation – Low Water Level," being applicable. Later in the period, Mode 5 was entered with TS LCO 3.4.8, "PCS Loops – Mode 5, Loops Not Filled," being applicable. Each TS LCO required two SDC trains to be operable.

Isolating one SDCHX was considered to have no effect on the requirement to maintain two operable SDC trains. The two SDCHXs were considered to operate as a single heat exchanger comprised of two partial capacity units. A single SDCHX was allowed to be credited to both operable SDC trains, provided that sufficient heat removal capacity could be obtained with one SDCHX.

Subsequently, on March 5, 2007, it was determined that the practice of simultaneously crediting a single SDCHX to both operable SDC trains was not supported by the plant licensing bases, and that a distinct SDCHX is required for each operable SDC train. Therefore, during the time SDCHX E-60B was isolated in April 2006, one train of SDC was inoperable when two trains were required, and action to immediately restore the inoperable SDC train to operable status in accordance with TS 3.9.5 Condition A and TS 3.4.8 Condition A was not taken.

This occurrence is reportable in accordance with 10 CFR 50.73(a)(2)(i)(B) as a condition prohibited by Technical Specifications.

CAUSE OF THE EVENT

The occurrence resulted from a long-standing interpretation of Custom Technical Specifications, Improved Technical Specifications and the plant's design and licensing bases, which led to the belief that it was permissible to credit one SDCHX to either or both SDC trains if sufficient heat removal capacity existed.

CORRECTIVE ACTIONS

Procedures and design documents will be revised to clarify that a distinct SDCHX is required for each operable SDC train.

LICENSEE EVENT REPORT (LER) TEXT CONTINUATION

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TEXT (If more space is required, use additional copies of NRC Form 366A) (17)

SAFETY SIGNIFICANCE

The safety significance of this occurrence is considered to be minimal. The one operating SDCHX was providing sufficient heat removal capacity throughout the period, requiring no active response to fulfill its safety function in either SDC train.

PREVIOUS SIMILAR EVENTS

None