Carrion, Robert

From: Carrion, Robert RC
Sent: Monday, November 23, 2009 2:46 PM
To: Lake, Louis
Subject: Charter #7
Attachments: Charter Item #7 (Nov 23).doc

Lou,

Take a look for this for Charter #7.

Bob

C-71

Charter Item #7. Collect data necessary to develop and assess the safety significance of any findings in accordance with IMC 0609, "Significance Determination Process."

The following are from the Operators' Log.

9/25/2009 12:00:00 pm
Commenced Power reduction to 95% RTP per OP-204 to support OP-209A pre-outage activities.

9/25/2009 12:32:00 pm
Completed power reduction to 95% RTP. Placed AULD in AUTO per OP-504 with a setpoint of 2465 MWth.

9/25/2009 7:03:00 pm
Commenced power reduction for R16 planned outage per OP-209A.

9/26/2009 12:29:00 am
CR3 is in Mode 2.

9/26/2009 12:44:00 am
CR3 is in Mode 3.

9/26/2009 8:39:00 am
CR3 has entered Mode 4.

9/26/2009 4:51:00 pm
CR3 has entered Mode 5.

9/26/2009 4:58:00 pm
Since the plant is in Mode 5, Bechtel has been authorized to commence tendon work activities.

10/1/2009 5:44:31 pm
Mode 6 Crystal River Unit 3 is in Mode 6.

After reaching Mode 5 on September 26, 2009, two vertical tendons (34V12 and 34V13) were de-tensioned simultaneously. From September 26 through October 1, 8 additional vertical tendons and 16 hoop tendons were de-tensioned by plasma cutting as part of the process to make the required construction opening. The licensee began the hydrolazing/hydro-demolition of the containment/Reactor Building on September 30, 2009. Review of Section 3.6, Containment Systems, of the plant's technical specifications, determined that this section applies when the unit is in Mode 1, 2, 3, or 4. Therefore, this section of the technical specifications did not apply during the work on the tendons.

Section 3.9, Refueling Operations, was also reviewed for applicability. In Mode 5, "containment closure" rather "containment operability" is required. Fuel assemblies are moved from the reactor to the spent fuel pool during Mode 5. Mode 6 ("No Mode") was reached on October 1,

upon completion of the fuel movement. Although work on the tendons continued during this period, normal containment closure had been maintained. Preparations to cut the containment liner were begun on October 13 and it was cut and removed on October 15, well after containment closure requirements needed to be satisfied.

Therefore, no findings are identified with respect to containment integrity were identified by the inspectors.