WBN Operating Exam Simulator Scenario #2 Comment
Exam 05000390/2016301, 05000391/2016301

Below is an explanation of the differential between the Simulator Guide for Scenario #2 and what was observed by the Operating Crews during the scenario regarding the application of TS 3.6.12. WBN recommends that this write-up be included in the Operating Test package.

Differential:

When Scenario #2 was run during the WBN ILT 1606 Operating Exam, all three crews identified and discussed TS 3.6.12 as not being met based on intermittent opening of the Ice Condenser Inlet Doors. TS 3.6.12 was not listed in the Scenario Guide as an expected entry.

Detailed Explanation:

The original construct of the scenario had two ERCW pumps running on both A and B Train. One of the events within the scenario was to observe the ILT Crew's response to a tripped ERCW pump and the start of one of the other available A Train pumps to restore ERCW pressures and flows, as an action of 0-AOI-13 Loss of ERCW. With two pumps running on each Train, it was thought that the ILT Crew may choose to NOT start an additional ERCW Pump, due to having possibly seen only one pump running per Train at times, in the actual Main Control Room. ERCW pumps are run based on system demands for flow and pressure and not necessarily by the number of running pumps. One pump per Train may be feasible at certain times, based on system flow demands.

With the desire to see the Operating Crew take the action to start one of the STBY pumps, it was decided to change the scenario setup to only one pump running on each ERCW Train. This was noted in the Turnover Sheet for the candidates, explaining that Engineering had requested only one pump running on each ERCW Train, in support of Heat Exchanger Performance Testing. With only one pump running on each ERCW Train, experiencing an ERCW pump trip caused a total loss of ERCW pressure on the A Train, which then required the Operating Crew to start one of the three additional A Train ERCW pumps, as was desired to be observed by the NRC Exam Team.

Due to the change in the simulator setup, during the exam, the event proved to have a larger magnitude of rise in Lower Containment Temperatures. This was due to the total loss of all A Train ERCW flow during the time with no A Train ERCW Pumps running. The subsequent rise in Lower Containment Temperature was enough to cause the air mass to expand to the point where the Ice Condenser Lower Inlet Doors "puffed" open and actuated [144-A] ICE COND INLET DOOR OPEN. The Annunciator Response Instruction for [144-A] directs the operators to REFER TO TS 3.6.12, which requires that Ice Condenser inlet doors be OPERABLE and closed. With the doors indicating not fully closed, TS 3.6.12 is not met and Condition B Required Actions are applicable. This aligns with what was discovered and discussed by the Operating Crews during administration of the exams.

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3.6 CONTAINMENT SYSTEMS

3.6.12 Ice Condenser Doors

LCO 3.6.12 The ice condenser inlet doors, intermediate deck doors, and top deck doors shall be OPERABLE and closed.

APPLICABILITY: MODES 1, 2, 3, and 4.

ACTIONS

----------NOTE----------
Separate Condition entry is allowed for each ice condenser door.

CONDITION	REQUIRED ACTION	COMPLETION TIME
A. One or more ice condenser inlet doors inoperable due to being physically restrained from opening.	A.1 Restore inlet door to OPERABLE status.	1 hour
B. One or more ice condenser doors inoperable for reasons other than Condition A or not closed.	B.1 Verify maximum ice bed temperature is ≤ 27°F. AND B.2 Restore ice condenser door to OPERABLE status and closed positions.	Once per 4 hours 14 days

(continued)