

La Salle 2

1Q/2010 Plant Inspection Findings

Initiating Events

Significance:  Aug 15, 2009

Identified By: NRC

Item Type: FIN Finding

Reactor SCRAM during turbine testing

The inspectors identified a finding of very low safety significance for the licensee failing to recognize that an existing alarm condition in the Unit 2 DEHC trip logic would result in a turbine trip and subsequent reactor SCRAM when weekly turbine trip testing was performed. The licensee entered this issue into its corrective action program as Issue Report (IR) 953784.

The finding was greater than minor because it affected the initiating events objective to limit the likelihood of those events that upset plant stability and challenge critical safety functions during power operations and was associated with the cornerstone attribute of configuration control. The inspectors determined that the finding was Green or of very low safety significance by answering no to the Inspection Manual Chapter (IMC) 0609 Phase 1 Screening Worksheet question “Does the finding contribute to both the likelihood of a reactor trip and the likelihood that mitigation equipment or functions will not be available?” The finding had a cross cutting aspect in the area of Human Performance (resources) in that the site’s design documentation was not complete and accurate with regards to the necessary ramifications of a control module communications failure (H.2(c)).

Inspection Report# : [2009004](#) (*pdf*)

Significance:  Jun 24, 2009

Identified By: NRC

Item Type: NCV NonCited Violation

Failure to implement a fire protection program procedure for combustible controls

A finding of very low safety significance and associated NCV of Technical Specifications was identified by the inspectors for the failure to implement a fire protection program procedure for combustible controls. Specifically, the inspectors identified three examples where transient combustible materials were staged adjacent to cable risers contrary to Procedure OP-AA-201-009, “Control of Combustible Material,” Revision 7.

Description: On June 24, 2009, during a Fire Protection walkdown, the inspectors identified three examples of transient combustible material staged adjacent to cable risers in the Unit1 and Unit 2 reactor buildings. Specifically, the inspectors found a cabinet containing oil absorbing pads that was staged adjacent to safety-related cable risers in the 761’ elevation of the Unit 2 auxiliary building. The inspectors also identified a cart with the same contents (oil absorbing pads) in the 761’ elevation of the Unit 1 auxiliary building; however, this cart also contained anti-contamination clothing and mop heads. In addition, the inspectors identified a third example in the 820’ elevation of the Unit 2 reactor building where a maintenance cart containing welding equipment was staged near a safety-related cable riser. The carts containing transient combustible materials described in the three examples were staged less than two feet from the safety-related cable risers. The licensee placed the issue into their corrective action program (Action Request (AR) 934986, “NRC Identified: Transient Combustibles Near Cable Riser”) and subsequently removed the carts and cabinets with combustible material from all three locations.

Inspection Report# : [2009003](#) (*pdf*)

Mitigating Systems

Significance: G Mar 31, 2010

Identified By: NRC

Item Type: NCV NonCited Violation

Failure to Maintain Design Control of SBLC system

A finding of very low safety significance and associated NCV of 10 CFR 50, Appendix B, Criterion III, Design Control was identified by the inspectors for the licensee's failure to ensure the SBLC system could mitigate the consequences of all design basis ATWS events. Specifically, the licensee lowered SBLC pump discharge relief valve set pressure to a value where a successful relief valve surveillance test result could be achieved, but SBLC system pressure attained during certain ATWS events would result in lifting the relief valve, which redirects the required sodium pentaborate solution away from the reactor.

Description: In 1994, the licensee adjusted the set pressure of the Unit 1 and Unit 2 SBLC relief valves from 1400 to 1340 psig with a tolerance of plus or minus 3 percent. The licensee performed this modification in an effort to comply with the SBLC Standard TS requirement that the relief valves be set at less than or equal to 1400 psig. The Improved Standard TS LaSalle is currently licensed to do not have such a requirement.

The SBLC relief valves remained at the lower set pressure until the fall of 2009 when during the performance of a margin uncertainty recovery power uprate analysis for the ATWS accident, the licensee identified that the SBLC system pressures experienced during the main steam isolation valve (MSIV) closure ATWS event would exceed pressures within the allowable pressure band for the SBLC relief valves. In this circumstance, the lifting SBLC relief valve would recirculate the sodium pentaborate solution needed to shutdown the reactor and not send it to the reactor vessel as the SBLC design requires in order to respond to an ATWS event. The licensee performed Operability Evaluation 09 003, in order to address the operability of the SBLC trains with the lower relief valve set pressure band. The licensee determined that the four SBLC trains (two per unit) remained operable because recent in service test (IST) data showed the lowest relief valve test result was 1308 psig. The maximum pressure experienced in the SBLC system was determined to be 1306 psig during the MSIV closure ATWS. In addition, the inspectors identified that the present set pressure tolerance would allow a relief valve to lift as low as 1300 psig and be considered to have performed satisfactorily. The licensee determined that this margin was unacceptable and created a WO to change the set pressure of the SBLC relief valves back to 1400 psig plus or minus 3 percent.

On December 3, 2009, the relief valve from the 2B SBLC train was removed to have its set pressure adjusted to the higher pressure band. The valve was bench tested to determine the as found lift pressure. The valve lifted at 1278 psig which was considered unsatisfactory per ASME code requirements and also affected operability of the 2B SBLC train. The licensee had already considered the 2B train inoperable while the relief valve was removed and had already entered the appropriate TS action statement for a single inoperable SBLC train. With no obvious failure mechanism for the valve, the licensee procedures consider the failure to have occurred at the time of discovery. Therefore, no loss of safety function existed, as the 2A SBLC was considered operable. Licensee failure analysis for the 2B SBLC relief valve identified no failed component, thus the setpoint drift was identified as the most likely cause of the valve failure. ASME Class 2 relief valves are required to be lift tested at a periodicity not to exceed once every ten years. This was the practice at LaSalle, so a maximum of ten years between lifts could occur for these valves. The valve in question had been previously tested in September 2001.

The inspectors reviewed the licensee's assessment of the failure and the ASME code required follow on actions for a failed as found test. The inspectors expanded the scope of valve testing data to include as found test data for all seven relief valves cycled through the SBLC trains dating back to 1998. During that time, 11 valve failures occurred during 36 tests. Ten of the 11 had no immediate failure mechanism and were considered to be associated with setpoint drift. The 11th event was a fatigue failure associated with the valve's pressure bellows which occurred in October 2009. The licensee determined that during historical quarterly SBLC pump testing, the operators had been causing the relief valves to chatter open and closed while establishing the system conditions for testing. Starting in 2007, the licensee made a number of design and procedural changes which successfully prevented the relief valves from lifting during routine testing. The inspectors considered the performance deficiency associated with this failure to be not representative of present performance as an installed relief valve had not lifted during testing in more than two years. Of the failures tied to setpoint drift, seven had drifted high out of band or did not lift at all. Three of the failures (including the December 3rd event) were low out of band. The inspectors noted that the licensee had not considered the first two failures that were low out of tolerance for train operability as they were performed on a valve that had been installed in a Unit 2 train in 1999 when this unit was in an extended period of shutdown and SBLC would not have been required to be operable and the second failure, also occurring in 1999, was performed on a valve that had been previously in stores and not recently installed in the plant. This data was also not considered in Operability Evaluation 09 003. As a result, the licensee did not recognize that SBLC relief valves had a history of failure that included drift in the low direction, which would place the train's ability to respond to certain ATWS events into

question.

In order to address the set pressure implications for ATWS, the licensee changed the set pressures of all presently installed SBLC relief valves to 1400 psig plus or minus 3 percent. In addition, the licensee performed the scope expansion testing of SBLC relief valves required by ASME OM Code 2001 Section I 1350. Follow on testing has resulted in two additional testing failures. Neither of these failures challenged SBLC ability to mitigate an ATWS. The licensee has chartered a root cause team and has brought in the valve vendor to review maintenance and testing practices.

Analysis: The inspectors determined that establishing and operating with relief valve set pressures which would prevent the SBLC system from mitigating certain design basis ATWS events was a performance deficiency. The finding was determined to be more than minor because it affected the Mitigating Systems Cornerstone objective of ensuring the availability, reliability, and capability of systems that respond to initiating events to prevent undesirable consequences. Specifically the finding affected the attribute of design control in the area of plant modifications.

The inspectors reviewed IMC 0609, Attachment 4, and performed a Phase 1 SDP screening under the Mitigating Systems Cornerstone in the area of reactivity control. The inspectors answered yes to Mitigating Systems question three because the December 3, 2009, relief valve failure constituted a single train inoperability of greater than the TS allowed outage time. Answering yes to question three required the inspectors to perform a phase 2 SDP evaluation under IMC 0609, Appendix A. Using the licensee's assessment that the failure mechanism for the SBLC relief was setpoint drift, the inspectors assumed a linear drift over the time period between testing. The inspectors determined that based on the successful lift test of 1330 psig in September 2001 and the failed lift of 1278 psig in December 2009; the valve set pressure would have degraded below the maximum ATWS pressure of 1306 psig approximately 53 months ago. Less conservatively, the T/2 methodology (half the time between subsequent tests) of identifying inoperability would have assumed approximately 49 months of inoperability. Using this information, the inspectors utilized the LaSalle Unit 2 pre solved work sheet for one train of SBLC inoperable for longer than one year. The result indicated a finding of substantial safety significance or Yellow. Because of inherent conservatism assumed in the Phase 2 analyses, the inspectors contacted the region based Senior Reactor Analyst (SRA) for LaSalle, who performed further risk analyses via a Phase 3 risk assessment.

The SRA performed the Phase 3 analysis using the LaSalle Standard Plant Analysis Risk Model, Revision 3P, Level 1, Change 3.45, dated November 2009. The SRA modeled this performance deficiency as failure of Train B of the SBLC System. Specifically, the SRA modeled the issue as failure of the Train B SBLC pump. The SRA assumed an exposure time of one year, the maximum period allowed in SDP analyses. The resultant change in core damage frequency was $2.0E-7$ per year. The dominant core damage sequence involved a "transient" (i.e., reactor scram) with subsequent failure of the reactor protection system (RPS) (termed an "Anticipated Transients Without Scram (ATWS)" event), and SBLC. Remaining successful mitigating capability included the reactor recirculation (RR) system, safety relief valves, and power conversion (turbine bypass).

Because the above risk was greater than $1.0E-7$, the SRA evaluated the external and large early release frequency (LERF) risk contribution. External event contribution (fire, floods, winds) were deemed insignificant to the risk of the finding since the frequency of ATWS events resulting from these external events would be much lower than the frequency of the ATWS event itself. Regarding LERF, the LERF factors were listed as 0.4 in the LaSalle Phase 2 Risk Informed Notebook. Thus the change in risk due to LERF was calculated at $8.0E-8$ /yr. Considering this information, the risk significance of the finding is best characterized as Green.

Enforcement: 10 CFR 50, Appendix B, Criterion III, Design Control required, in part, that design changes, including field changes, be subject to design control measures. In addition it required in part that measures shall be established to assure that applicable regulatory requirements and the design basis for those SSCs to which this appendix applies are correctly translated into specifications, drawings, procedures, and instructions.

Contrary to the above, the licensee failed to maintain the design basis of the SBLC system to bring the reactor from rated power to a cold shutdown condition at any time in core life as described in UFSAR chapter 9.3. Specifically, by changing the set pressures of the SBLC relief valves, the licensee created the possibility that an SBLC train would not be capable of injecting neutron absorber solution into the reactor to accomplish the above stated design specification under certain accident conditions. Once identified, the licensee adjusted the relief valve setpoints and is performing a detailed root cause on the set pressure drift phenomenon and the maintenance and testing practices performed by licensee personnel on the relief valves in question. The licensee has entered this condition into their CAP as Issue Reports (IRs) 1000566, 1001151, and 1014305. Because this violation was of very low safety significance and it was entered into the licensee's CAP, this violation is being treated as an NCV, consistent with Section VI.A.1 of the NRC Enforcement Policy (NCV 05000373/2010002-01; 05000374/2010002-01, Failure to Maintain Design Control of SBLC system).

Inspection Report# : [2010002](#) (pdf)

Significance: **G** Sep 18, 2009

Identified By: NRC

Item Type: NCV NonCited Violation

Inadequate Revision for Technical Requirement Manual Section

A finding of very low safety-significance (Green) and associated Non-Cited Violation of 10 CFR Part 50, Appendix B, Criterion V, "Instructions, Procedure, and Drawings" was identified by the inspectors for the licensee's failure to ensure that specific requirements of the Technical Requirement Manual (TRM) Section 3.8.b. would be performed as written. Specifically, the licensee inappropriately revised the applicability section of TRM 3.8.b. and added that the TRM actions were applicable when the circuit breaker associated with an inoperable protective device was closed and receiving power from an energized source. This revision did not ensure that verification of circuit breaker position would be performed on a periodic basis when/if the breaker was open. The licensee subsequently entered the issue into their corrective action program as AR 00961522.

The finding was determined to be more than minor because the finding, if left uncorrected, would become a more significant safety concern. The revised applicability section of TRM 3.8.b did not ensure that necessary action, i.e. verification of circuit breaker position, would be performed to ensure that primary containment electrical penetrations would not be subject to excessive fault currents. The finding was of very low safety-significance based on a Phase 1 screening in accordance with IMC 0609, Appendix A, A Significance Determination of Reactor Inspection Findings for At-Power Situations. This finding was not associated with a cross-cutting aspect because the finding was not indicative of the licensee's current performance.

Inspection Report# : [2009006](#) (pdf)

Significance: **G** Jul 31, 2009

Identified By: NRC

Item Type: NCV NonCited Violation

Failure to declare SBLC system inoperable during surveillance testing

The inspectors identified a finding of very low safety significance during a monthly SBLC pump run on Unit 2. Specifically, operations personnel performing LOS-SC-Q1, "SBLC pump operability test," did not possess appropriate procedural guidance while performing this test and as a result did not declare both trains for SBLC system inoperable and did not enter the associated LCO Action Statements as required per Technical Specifications. A non-cited violation of Technical Specification 5.4.1, "Procedures," was also identified for failure to use a procedure appropriate for the circumstance to provide adequate precautionary guidance to account for the inoperability of the SBLC system during the surveillance performance.

The inspectors determined that the finding was more than minor because it was associated with the procedure quality attribute of the Mitigating Systems cornerstone, and it affected the cornerstone objective to ensure availability, reliability, and capability of systems that respond to initiating events to prevent undesirable consequences. Specifically, operations personnel would not have been able to return SBLC to a standby configuration if needed in case of an anticipated transient without a SCRAM (ATWS) in 120 seconds as required by the design basis. The finding was determined to be of very low safety significance using the significance determination process (SDP) Phase 2. This finding was also related to the cross cutting area of Human Performance (resources) because the procedure used for this evolution was inaccurate in that it provided improper guidance to maintain SBLC operability provided that a dedicated operator was briefed and stationed locally. Corrective actions by the licensee include the future revision of procedure LOS-SC-Q1, to remove the statement that indicates that the system can be maintained operable during the surveillance and to include an emergency restoration attachment with steps to quickly return the system to its standby configuration if required in case of an ATWS.

Inspection Report# : [2009004](#) (pdf)

Emergency Preparedness

Occupational Radiation Safety

Public Radiation Safety

Physical Protection

Although the NRC is actively overseeing the Security cornerstone, the Commission has decided that certain findings pertaining to security cornerstone will not be publicly available to ensure that potentially useful information is not provided to a possible adversary. Therefore, the [cover letters](#) to security inspection reports may be viewed.

Miscellaneous

Significance: N/A Nov 20, 2009

Identified By: NRC

Item Type: FIN Finding

PI&R Report Summary

Overall, the corrective action program (CAP) was being effectively implemented. Issues were identified at a low threshold, evaluated and corrected. Self-assessments and audits by Nuclear Oversight (NOS) were thorough and critical of the assessed areas. Operating experience was recognized as valuable and was effectively communicated. Interviews with licensee staff and a review of the Employee Concerns Program (ECP) indicated that the licensee had a positive safety culture environment that encouraged identification of issues in the CAP.

However, the inspectors identified several areas of concern that may negatively impact the licensee's ability to identify and resolve issues. In some cases, these issues had been recognized by the licensee, but effective corrective action had not been taken. Briefly, the issues were:

- The current CAP performance indicators were not always effectively used or sufficient to monitor the program. Although the licensee was aware of these issues, CAP staff appeared willing to live with the shortcomings and had not formally taken corrective action.
- There were some examples of long-standing issues that were either not corrected or not evaluated. In some cases, the licensee had identified the issues, but had not evaluated why previous corrective actions were ineffective.
- There were several examples where the review of operating experience (OE) in cause evaluations were not documented in accordance with licensee procedures. Additionally, there was no formal requirement to evaluate whether the failure to use OE was a precursor during the evaluation of events. Although the licensee had identified these issues in the CAP, the corrective actions were somewhat limited.
- Issues that were reviewed by the ECP, but not captured in a formal case file, were not always well documented. This resulted in some uncertainty regarding whether potentially significant issues were appropriately dispositioned.

Inspection Report# : [2009007](#) (*pdf*)

Significance: SL-IV Jul 20, 2009

Identified By: NRC

Item Type: NCV NonCited Violation

Failure to make required non-emergency 50.72 notification to NRC following loss of shutdown cooling

The inspectors identified a Green (Severity Level IV) NCV of 10 CFR 50.72 (b)(3)(v) for the licensee's failure to

make a required non-emergency eight hour notification to the NRC for a loss of safety function of a system which was required to remove residual heat from the reactor. The licensee entered this issue into their corrective action program as IR 971982.

The inspectors determined that the finding should be evaluated using the traditional enforcement process, since the failure to make a required report to the NRC had the potential to impact the agency's ability to perform its regulatory function. The finding was considered to be Severity Level IV as the NRC Enforcement Policy states in part that, "the severity level of a violation involving the failure to make a required report to the NRC will be based upon the significance of and the circumstances surrounding the matter that should have been reported." As such, the ability of the operators to restore a train of the RHR system by non-extraordinary means and in a timely manner (without experiencing an unplanned mode change) to a shutdown cooling lineup was considered by the inspectors to have mitigated the effects of the loss of functionality of the decay heat removal system to a very low safety impact on the plant.

Inspection Report# : [2009004](#) (*pdf*)

Last modified : May 26, 2010