DEFENSE NUCLEAR FACILITIES SAFETY BOARD

September 10, 1999

MEMORANDUM FOR: G. W. Cunningham, Technical Director

FROM: T. Dwyer and H. Waugh, Pantex Site Representatives

SUBJECT: Pantex Plant Activity Report for Week Ending September 10, 1999

DNFSB Activity Summary: T. Dwyer and H. Waugh were on site all week. F. Bamdad, D. Burnfield, M. Helfrich, A. Matteucci, and Outside Expert R. West were on site Tuesday through Thursday reviewing W62 D&I and Transportation BIO Upgrade activities.

W62 D&I Program: Despite the explicit direction contained in sub-recommendation #1 of Board Recommendation 98-2, at DOE-AL direction, M&H is preparing to support a revalidation of the W62 D&I Program NESS per DOE-STD-3015-97. The only supplemental activity currently contemplated is NESS Group observation of a complete walkthrough of the W62 bay and cell operations. The NESS Group has indicated that, in addition, they will review the W62 HAR/ABCD, assuming these documents are complete by the time the NESS commences, although their completion is not a prerequisite to holding the revalidation. Of note, even if the NESS is revalidated, it will still expire irrevocably in 2002, prior to the scheduled design and release of a new SS-21 W62 D&I process. DOE currently plans to conduct a readiness assessment of the W62 D&I Program in parallel with the NESS revalidation. Conducting these 2 reviews simultaneously will be difficult -- just resolving the logistical bottleneck due to personnel limits in the bays and cells may prove insurmountable.[II.B.2.a]

Transportation BIO Upgrade Program: M&H delivered a portion of the Transportation BIO to AAO this week; the basis documentation is not yet complete. Integration of the Transportation BIO with other site authorization documents appears to be problematic. For example, failure to coordinate with the team that delivered the W62 HAR/ABCD resulted in an LCO that was not adequately applied during transportation operations between Zones 4 and 12. In addition, the Transportation BIO identifies Administrative Controls in several instances for which safety-class/safety-significant systems would normally have been required. Coordination between M&H and AAO in this upgrade effort also requires improvement.[II.B.2.b]

AL-R8 Sealed Insert (SI): AL-R8 SI pit packaging continued on a 2-shift basis all week. A recurring problem with Purge & Backfill operations has caused some delays, but M&H is still managing to maintain the rate of packaging very close to 5 per day. It is expected that the cumulative number of pits packaged into Al-R8 SIs will surpass 100 today.[II.B.2.b]

AT-400A Containers: As reported last week, the 18 existing AT-400A pit packages were moved from Building 12-99 to 12-44 cell 2, and subsequently exposed to higher than normal ambient air temperatures for 10 days. 9 of these AT-400As had been modified to allow the recording of internal containment conditions. The maximum internal containment vessel air temperature recorded during this event was 88°F, and the maximum containment vessel surface temperature was 119°F. LLNL has calculated that the maximum pit surface temperature did not exceed 142°F. As a point of reference, W48 pits in Zone 4 do not have to be relocated to a cooler staging area unless they reach a surface temperature of 148°F. Internal M&H discussions continue regarding how temperature controls on these packages were lost.[II.B.2.a]

W79 Dismantlement Program: Repairs to Work Station #1 were completed, and dismantlement of W79s resumed on Thursday.[II.B.2.a]

Lightning Issues: M&H delivered the Lightning JCO to AAO on Thursday.[II.B.2.b]