3/4.7.6 CONTROL ROOM EMERGENCY VENTILATION SYSTEM

LIMITING CONDITION FOR OPERATION

3.7.6.1 Two independent Control Room Emergency Ventilation Trains shall be OPERABLE.*

APPLICABILITY: MODES 1, 2, 3, 4, 5, and 6.

During fuel movement within containment or the spent fuel pool.

During movement of a shielded cask over the spent fuel pool cask laydown area.

ACTION:

MODES 1, 2, 3, and 4:

a. With one Control Room Emergency Ventilation Train inoperable, restore the inoperable train to OPERABLE status within 7 days or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

b. With both Control Room Emergency Ventilation Trains inoperable, except as specified in ACTION c., immediately suspend the movement of fuel assemblies within the spent fuel pool and the movement of shielded casks over the spent fuel pool cask laydown area. Restore at least one inoperable train to OPERABLE status within 1 hour, or be in HOT STANDBY within the next 6 hours, and COLD SHUTDOWN within the following 30 hours.

c. With both Control Room Emergency Ventilation Trains inoperable due to an inoperable Control Room boundary, immediately suspend the movement of fuel assemblies within the spent fuel pool and the movement of shielded casks over the spent fuel pool cask laydown area. Restore the Control Room boundary to OPERABLE status within 24 hours or be in HOT STANDBY within the next 6 hours and COLD SHUTDOWN within the following 30 hours.

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* The Control Room boundary may be opened intermittently under administrative control.

3/4.7.6 CONTROL ROOM EMERGENCY VENTILATION SYSTEM

LIMITING CONDITION FOR OPERATION

ACTION (continued)

MODES 5 and 6, and all other times:**

d. With one Control Room Emergency Ventilation Train inoperable, restore the inoperable train to OPERABLE status within 7 days. After 7 days, either initiate and maintain operation of the remaining OPERABLE Control Room Emergency Ventilation Train in the recirculation mode of operation, or immediately suspend CORE ALTERATIONS, the movement of fuel assemblies, and the movement of shielded casks over the spent fuel pool cask laydown area.

e. With both Control Room Emergency Ventilation Trains inoperable, or with the OPERABLE Control Room Emergency Ventilation Train required to be in the recirculation mode by ACTION d. not capable of being powered by an OPERABLE normal and emergency power source, immediately suspend CORE ALTERATIONS, the movement of fuel assemblies, and the movement of shielded casks over the spent fuel pool cask laydown area.

** In MODES 5 and 6, when a Control Room Emergency Ventilation Train is determined to be inoperable solely because its emergency power source is inoperable, or solely because its normal power source is inoperable, it may be considered OPERABLE for the purpose of satisfying the requirements of 3.7.6.1 Limiting Condition for Operation, provided: (1) its corresponding normal or emergency power source is OPERABLE; and (2) all of its redundant system (s), subsystem (s), train (s), component (s) and device(s) are OPERABLE, or likewise satisfy the requirements of the specification. Unless both conditions (1) and (2) are satisfied within 2 hours, then ACTION 3.7.6.1.d or 3.7.6.1.e shall be invoked as applicable.

3/4.7.6 CONTROL ROOM EMERGENCY VENTILATION SYSTEM (Continued)

The OPERABILITY of this system in conjunction with control room design provisions is based on limiting the radiation exposure to personnel occupying the control room to 5 rem or less whole body, or its equivalent. This limitation is consistent with the requirements of General Design Criteria 19 of Appendix "A", 10 CFR 50.

The LCO is modified by a footnote allowing the control room boundary to be opened intermittently under administrative controls. For entry and exit through doors the administrative control of the opening is performed by the person(s) entering or exiting the area. For other openings, these controls consist of stationing a dedicated individual at the opening who is in constant communication with the control room. This individual will have a method to rapidly close the opening when a need for control room isolation is indicated.

The control room radiological dose calculations use the conservative minimum acceptable flow of 2250 cfm based on the flowrate surveillance requirement of 2500 cfm $\pm$ 10%.

Currently there are some situations where the CREV System may not automatically start on an accident signal, without operator action. Under most situations, the emergency filtration fans will start and the CREV System will be in the accident lineup. However, a failure of a supply fan (F21A or B) or an exhaust fan (F31A or B), operator action will be required to return to a full train lineup. Also, if a single emergency bus does not power up for one train of the CREV System, the opposite train filter fan will automatically start, but the required supply and exhaust fans will not automatically start. Therefore, operator action is required to establish the whole train lineup. This action is specified in the Emergency Operating Procedures. The radiological dose calculations do not take credit for CREV System cleanup action until 10 minutes into the accident to allow for operator action.

When the CREV System is checked to shift to the recirculation mode of operation, this will be performed from the normal mode of operation, and from the smoke purge mode of operation.

With both control room emergency ventilation trains inoperable due to an inoperable control room boundary, the movement of fuel assemblies within the spent fuel pool and the movement of shielded casks over the spent fuel pool cask laydown area must be immediately suspended. The control room boundary must be restored to OPERABLE status within 24 hours, or the unit must be in HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.

If the control room boundary is inoperable in MODES 1, 2, 3, and 4, the control room emergency ventilation trains cannot perform their intended functions. Actions must be taken to restore an OPERABLE control room boundary within 24 hours. During the period that the control room boundary is inoperable, appropriate compensatory measures (consistent with the intent of GDC 19) should be utilized to protect control room operators from potential hazards such as radioactive contamination, toxic chemicals, smoke, temperature and relative humidity, and physical security. Preplanned measures should be

3/4.7.6 CONTROL ROOM EMERGENCY VENTILATION SYSTEM (Continued)

available to address these concerns for intentional and unintentional entry into this condition. The 24 hour allowed outage time is reasonable based on the low probability of a DBA occurring during this time period, and the use of compensatory measures. The 24 hour allowed outage time is a typically reasonable time to diagnose, plan, and possibly repair, and test most problems with the control room boundary.

The ACTION requirements to immediately suspend various activities (CORE ALTERATIONS, fuel movement, shielded cask movement, etc.) do not preclude completion of the movement of a component to a safe position.