

50-313

Document Update Notification

COPYHOLDER NO: **TRM-U2-102**

TO: **NRC**

ADDRESS: **OS-DOCUMENT CONTROL,
WASHINGTON, D.C. 20555**

DOCUMENT NO: **TRM-U2**

TITLE: **TECHNICAL REQUIREMENTS MANUAL
(UNIT 2)**

REVISION NO: **007**

CHANGE NO: **AP-07**

SUBJECT: **CONTROLLED DOCUMENT**

← *If this box is checked, please sign, date, and return within 5 days.*



ANO-1 Docket 50-313

ANO-2 Docket 50-368

Signature Date

SIGNATURE CONFIRMS UPDATE HAS BEEN MADE

RETURN TO:

**ATTN: DOCUMENT CONTROL
ARKANSAS NUCLEAR ONE
1448 SR 333
RUSSELLVILLE, AR 72801**

A001

TECHNICAL REQUIREMENTS MANUAL REVISION SEVEN

ARKANSAS NUCLEAR ONE, UNIT NO. TWO

Revise the following pages of the associated Technical Requirements Manual with the attached pages.

REMOVE PAGES

INSERT PAGES

Index Pages

Technical Specifications Pages

1.0-2

3.3-2

3.3-11

-----1.0-2

-----3.3-2

-----3.3-11

TABLE 3.3-1

REACTOR PROTECTIVE INSTRUMENTATION

<u>FUNCTIONAL UNIT</u>	<u>TOTAL NO. OF CHANNELS</u>	<u>CHANNELS TO TRIP</u>	<u>MINIMUM CHANNELS OPERABLE</u>	<u>APPLICABLE MODES</u>	<u>ACTION</u>
Steam Generator Level – High	4/SG	2/SG	3/SG	1,2	1,2

TABLE 3.3-1

ACTION STATEMENTS

ACTION 1 - With the number of channels OPERABLE one less than the Total Number of Channels, operation in the applicable MODES may continue provided the inoperable channel is placed in the bypassed or tripped condition within 1 hour. If the inoperable channel is bypassed for greater than 48 hours, the desirability of maintaining this channel in the bypassed condition shall be reviewed at the next regularly scheduled OSRC meeting in accordance with the QA Manual Operations. The channel shall be returned to OPERABLE status prior to startup following the next COLD SHUTDOWN.

With a channel process measurement circuit that affects multiple functional units inoperable or in test, bypass or trip all associated functional units.

ACTION 2 - With the number of channels OPERABLE one less than the Minimum Channels OPERABLE requirement, operation in the applicable MODES may continue provided the following conditions are satisfied:

- a. Verify that one of the inoperable channels has been bypassed and place the other inoperable channel in the tripped condition within 1 hour, and
- b. All functional units affected by the bypassed/tripped channel shall also be placed in the bypassed/tripped condition.

Operation in the applicable MODES may continue until the performance of the next required CHANNEL FUNCTIONAL TEST. Subsequent operation in the applicable MODES may continue if one channel is restored to OPERABLE status and the provisions of ACTION 1 are satisfied.

1.0.4 Changes To The TRM

Design modifications, procedure changes, license amendments, etc. have the potential to affect the TRM. If this occurs, the initiating department should follow the administrative controls prescribed in procedure 1000.150, "Licensing Document Maintenance" for submitting changes to the TRM. To ensure that the information in the TRM remains current, the TRM Responsibility Matrix has been developed and is included in procedure 1000.150. This matrix identifies the lead organization responsible for each of the TRs including their bases. TRM changes are subject to the requirements of 10 CFR 50.59 due to the TRM being considered a part of the SAR and therefore a licensing basis document. Changes to the TRM will be issued on a replacement page basis to controlled document holders following approval of the change in accordance with site procedures on document control.

1.0.5 NRC Reporting Of TRM Revisions

Like the SAR, changes to the TRM are controlled under 10 CFR 50.59 and therefore do not require prior NRC approval unless the change involves a change to the TS or the need for a license amendment in accordance with 10 CFR 50.59 is required. The most recent revision of the TRM will be sent to the NRC as part of the periodic SAR update process.

1.0.6 TS Applicability To The TRM

The TRM may reference a TS LCO or Surveillance Requirement (SR) that applies to the relocated information. All TRM references to the TS will be preceded by "TS or Technical Specification" and then the associated specification number. The 3.0 and 4.0 sections of the TS and their associated bases are applicable to the TRM. Any exemptions to the associated TS section 3.0 and 4.0 requirements will be listed in the associated TR. The defined terms in TS section 1.0 are also applicable to the TRM.

INSTRUMENTATION

3/4.3.4 TURBINE OVERSPEED PROTECTION

LIMITING CONDITION FOR OPERATION

3.3.4.1 At least one turbine overspeed protection system shall be OPERABLE.

APPLICABILITY: MODES 1, 2 and 3.

ACTION:

- a. With one stop valve and/or one control valve inoperable, and/or one reheat stop valve and/or one intercept valve inoperable, restore the inoperable valve(s) to OPERABLE status within 72 hours, or close the inoperable valve(s) or isolate the turbine from the steam supply within the next 12 hours.
- b. With the above required turbine overspeed protection system otherwise inoperable, within 24 hours isolate the turbine from the steam supply.

SURVEILLANCE REQUIREMENTS

4.3.4.1.1 The provisions of Technical Specification 4.0.4 are not applicable.

4.3.4.1.2 The above required turbine overspeed protection system shall be demonstrated OPERABLE:

- a. At least once per 92 days⁽¹⁾ by direct observation of the movement of each of the following valves through at least one complete cycle from the running position:
 1. Four high pressure turbine stop valves.
 2. Four high pressure turbine control valves.
 3. Four low pressure turbine reheat stop and intercept valves.
- b. At least once per 18 months by performance of a CHANNEL CALIBRATION on the turbine overspeed protection systems.
- c. At least once per 40 months by disassembling at least one of each of the above valves and performing a visual and surface inspection of valve seats, disks and stems and verifying no unacceptable flaws or corrosion.

⁽¹⁾ The 92 day frequency may be extended on a case by case basis for the main turbine control valves, stop valves, and reheat stop/intercept valves with an approved engineering evaluation that has been evaluated under 10 CFR 50.59.