

SURVEILLANCE REQUIREMENTS (continued)

SURVEILLANCE		FREQUENCY
SR 3.6.11.2	<p>Verify total weight of stored ice is $\geq 2,158,000$ lb by:</p> <p>a. Weighing a representative sample of ≥ 144 ice baskets and verifying each basket contains ≥ 1110 lb of ice; and</p> <p>b. Calculating total weight of stored ice, at a 95% confidence level, using all ice basket weights determined in SR 3.6.11.2.a.</p>	18 months
SR 3.6.11.3	<p>Verify azimuthal distribution of ice at a 95% confidence level by subdividing weights, as determined by SR 3.6.11.2.a, into the following groups:</p> <p>a. Group 1-bays 1 through 8;</p> <p>b. Group 2-bays 9 through 16; and</p> <p>c. Group 3-bays 17 through 24.</p> <p>The average ice weight of the sample baskets in each group from radial rows 1, 2, 4, 6, 8, and 9 shall be ≥ 1110 lb.</p>	18 months
SR 3.6.11.4	<p>Verify, by visual inspection, accumulation of ice on structural members comprising flow channels through the ice bed is ≤ 15 percent blockage of the total flow area for each safety analysis section.</p>	18 months

(continued)

B 3.6 CONTAINMENT SYSTEMS

B 3.6.4 Containment Pressure

BASES

BACKGROUND

The containment pressure is limited during normal operation to preserve the initial conditions assumed in the accident analyses for a loss of coolant accident (LOCA) or steam line break (SLB). These limits also prevent the containment pressure from exceeding the containment design negative pressure differential (-2.0 psid) with respect to the shield building annulus atmosphere in the event of inadvertent actuation of the Containment Spray System or Air Return Fans.

Containment pressure is a process variable that is monitored and controlled. The containment pressure limits are derived from the input conditions used in the containment functional analyses and the containment structure external pressure analysis. Should operation occur outside these limits coincident with a Design Basis Accident (DBA), post accident containment pressures could exceed calculated values.

APPLICABLE
SAFETY ANALYSES

Containment internal pressure is an initial condition used in the DBA analyses to establish the maximum peak containment internal pressure. The limiting DBAs considered, relative to containment pressure, are the LOCA and SLB, which are analyzed using computer pressure transients. The worst case LOCA generates larger mass and energy release than the worst case SLB. Thus, the LOCA event bounds the SLB event from the containment peak pressure standpoint (Ref. 1).

The initial pressure condition used in the containment analysis was 15.0 psia. This resulted in a maximum peak pressure from a LOCA of 10.44 psig. The containment analysis (Ref. 1) shows that the maximum allowable internal containment pressure, P_a (15.0 psig), bounds the calculated results from the limiting LOCA. The maximum containment pressure resulting from the worst case LOCA, does not exceed the containment design pressure, 13.5 psig.

(continued)

BASES

BACKGROUND
(continued)

and water from a DBA. During the post blowdown period, the Air Return System (ARS) is automatically started. The ARS returns upper compartment air through the divider barrier to the lower compartment. This serves to equalize pressures in containment and to continue circulating heated air and steam through the ice condenser, where heat is removed by the remaining ice and by the Containment Spray System after the ice has melted.

The Containment Spray System limits the temperature and pressure that could be expected following a DBA. Protection of containment integrity limits leakage of fission product radioactivity from containment to the environment.

APPLICABLE
SAFETY ANALYSES

The limiting DBAs considered relative to containment OPERABILITY are the loss of coolant accident (LOCA) and the steam line break (SLB). The DBA LOCA and SLB are analyzed using computer codes designed to predict the resultant containment pressure and temperature transients. No two DBAs are assumed to occur simultaneously or consecutively. The postulated DBAs are analyzed, in regard to containment ESF systems, assuming the loss of one ESF bus, which is the worst case single active failure, resulting in one train of the Containment Spray System, the RHR System, and the ARS being rendered inoperable (Ref. 2).

The DBA analyses show that the maximum peak containment pressure of 10.44 psig results from the LOCA analysis, and is calculated to be less than the containment design pressure. The maximum peak containment atmosphere temperature results from the SLB analysis. The calculated transient containment atmosphere temperatures are acceptable for the DBA SLB.

(continued)

BASES

B 3.6 CONTAINMENT SYSTEMS

B 3.6.11 Ice Bed

BASES

BACKGROUND

The ice bed consists of over 2,158,000 lbs of ice stored in 1944 baskets within the ice condenser. Its primary purpose is to provide a large heat sink in the event of a release of energy from a Design Basis Accident (DBA) in containment. The ice would absorb energy and limit containment peak pressure and temperature during the accident transient. Limiting the pressure and temperature reduces the release of fission product radioactivity from containment to the environment in the event of a DBA.

The ice condenser is an annular compartment enclosing approximately 300° of the perimeter of the upper containment compartment, but penetrating the operating deck so that a portion extends into the lower containment compartment. The lower portion has a series of hinged doors exposed to the atmosphere of the lower containment compartment, which, for normal plant operation, are designed to remain closed. At the top of the ice condenser is another set of doors exposed to the atmosphere of the upper compartment, which also remain closed during normal plant operation. Intermediate deck doors, located below the top deck doors, form the floor of a plenum at the upper part of the ice condenser. These doors also remain closed during normal plant operation. The upper plenum area is used to facilitate surveillance and maintenance of the ice bed.

The ice baskets contain the ice within the ice condenser. The ice bed is considered to consist of the total volume from the bottom elevation of the ice baskets to the top elevation of the ice baskets. The ice baskets position the ice within the ice bed in an arrangement to promote heat transfer from steam to ice. This arrangement enhances the ice condenser's primary function of condensing steam and absorbing heat energy released to the containment during a DBA.

In the event of a DBA, the ice condenser inlet doors (located below the operating deck) open due to the pressure rise in the lower compartment. This allows

(continued)

BASES

SURVEILLANCE
REQUIREMENTS
(continued)

SR 3.6.11.2

The weighing program is designed to obtain a representative sample of the ice baskets. The representative sample shall include 6 baskets from each of the 24 ice condenser bays and shall consist of one basket from radial rows 1, 2, 4, 6, 8, and 9. If no basket from a designated row can be obtained for weighing, a basket from the same row of an adjacent bay shall be weighed.

The rows chosen include the rows nearest the inside and outside walls of the ice condenser (rows 1 and 2, and 8 and 9, respectively), where heat transfer into the ice condenser is most likely to influence melting or sublimation. Verifying the total weight of ice ensures that there is adequate ice to absorb the required amount of energy to mitigate the DBAs.

If a basket is found to contain < 1110 lb of ice, a representative sample of 20 additional baskets from the same bay shall be weighed. The average weight of ice in these 21 baskets (the discrepant basket and the 20 additional baskets) shall be \geq 1110 lb at a 95% confidence level [Value does not account for instrument error.]

Weighing 20 additional baskets from the same bay in the event a Surveillance reveals that a single basket contains < 1110 lb ensures that no local zone exists that is grossly deficient in ice. Such a zone could experience early melt out during a DBA transient, creating a path for steam to pass through the ice bed without being condensed. The Frequency of 18 months was based on ice storage tests and the allowance built into the required ice mass over and above the mass assumed in the safety analyses. Operating experience has verified that, with the 18 month Frequency, the weight requirements are maintained with no significant degradation between surveillances.

(continued)
