

2.3 LIMITING SAFETY SYSTEM SETTINGS

Applicability: Applies to trip settings on automatic protective devices related to variables on which safety limits have been placed.

Objective: To provide automatic corrective action to prevent the safety limits from being exceeded.

Specification: Limiting safety system settings shall be as follows:

| <u>FUNCTION</u> | <u>LIMITING SAFETY SYSTEM SETTINGS</u> |
|------------------------|---|
| A. Neutron Flux, Scram | |
| A.1 APRM | <p>When the reactor mode switch is in the Run position, the APRM flux scram setting shall be the minimum of:</p> <p style="text-align: center;"><u>For $W \geq 0.0 \times 10^6 \text{ lb/hr}$:</u></p> $S \leq [(0.90 \times 10^{-6}) W + 65.1] \frac{\text{FRP}}{\text{MFLPD}} ; \text{ or}$ <p style="text-align: center;"><u>For $W \leq 27.5 \times 10^6 \text{ lb/hr}$:</u></p> $S \leq (0.98 \times 10^{-6}) W + 41.4$ <p>with a maximum setpoint of 120.0% for core flow equal to $61 \times 10^6 \text{ lb/hr}$ and greater,</p> <p>where:</p> <p>S = setting in percent of rated power W = recirculation flow (lb/hr)</p> <p>FRP = fraction of rated thermal power is the ratio of core thermal power to rated thermal power</p> <p>MFLPD = maximum fraction of limiting power density where the limiting power density for each bundle is the design linear heat generation rate for that bundle.</p> <p>The ratio of FRP/MFLPD shall be set equal to 1.0 unless the actual operating value is less than 1.0 in which case the actual operating value will be used.</p> <p>This adjustment may be accomplished by increasing the APRM gain and thus reducing the flow reference APRM High Flux Scram Curve by the reciprocal of the APRM gain change.</p> |
| A.2 IRM | ≤ 38.4 percent of rated neutron flux |
| A.3 APRM Downscale | $\geq 2\%$ Rated Thermal Power coincident with IRM Upscale (high-high) or Inoperative |

FUNCTION

LIMITING SAFETY SYSTEM SETTINGS

B. Neutron Flux, Control Rod Block

The Rod Block setting shall be the minimum of:

For $W \geq 0.0 \times 10^6 \text{ lb/hr}$:

$$S \leq [(0.90 \times 10^{-6}) W + 60.1] \frac{\text{FRP}}{\text{MFLPD}} ; \text{ or}$$

For $W \leq 27.5 \times 10^6 \text{ lb/hr}$:

$$S \leq (0.98 \times 10^{-6}) W + 34.1$$

with a maximum setpoint of 115.0% for core flow equal to $61 \times 10^6 \text{ lb/hr}$ and greater.

The definitions of S, W, FRP and MFLPD used above for the APRM scram trip apply.

The ratio of FRP to MFLPD shall be set equal to 1.0 unless the actual operating value is less than 1.0, in which case the actual operating value will be used.

This adjustment may be accomplished by increasing the APRM gain and thus reducing the flow referenced APRM rod block curve by the reciprocal of the APRM gain change.

C. Reactor High Pressure, Scram

$\leq 1060 \text{ psig}$

D. Reactor High Pressure, Relief Valves Initiation

2 @ $\leq 1085 \text{ psig}$
3 @ $\leq 1105 \text{ psig}$

E. Reactor High Pressure, Isolation Condenser Initiation

$\leq 1060 \text{ psig}$ with time delay
 $\leq 3 \text{ seconds}$

F. Reactor High Pressure, Safety Valve Initiation

4 @ $1212 \text{ psig} \pm 12 \text{ psi}$
5 @ $1221 \text{ psig} \pm 12 \text{ psi}$

G. Low Pressure Main Steam MSIV Closure

$\geq 825 \text{ psig}$ (initiated in IRM Line, range 10)

H. Main Steam Line Isolation Valve Closure, Scram

$\leq 10\%$ Valve Closure from full open

2.3 LIMITING SAFETY SYSTEM SETTINGS

Bases:

Safety limits have been established in Specifications 2.1 and 2.2 to protect the integrity of the fuel cladding and reactor coolant system barriers, respectively. Automatic protective devices have been provided in the plant design for corrective actions to prevent the safety limits from being exceeded in normal operation or operational transients caused by reasonably expected single operator error or equipment malfunction. This Specification establishes the trip settings for these automatic protection devices.

The Average Power Range Monitor, APRM⁽¹⁾, trip setting has been established to assure never reaching the fuel cladding integrity safety limit. The APRM system responds to changes in neutron flux. However, near the rated thermal power, the APRM is calibrated using a plant heat balance, so that the neutron flux that is sensed is read out as percent of the rated thermal power. For slow maneuvers, such as those where core thermal power, surface heat flux, and the power transferred to the water follow the neutron flux, the APRM will read reactor thermal power. For fast transients, the neutron flux will lead the power transferred from the cladding to the water due to the effect of the fuel time constant. Therefore, when the neutron flux increases to the scram setting, the percent increase in heat flux and power transferred to the water will be less than the percent increase in neutron flux.

The APRM trip setting will be varied automatically with recirculation flow, with the trip setting at the rated flow of 61.0×10^6 lb/hr or greater being 120.0% of rated neutron flux. Based on a complete evaluation of the reactor dynamic performance during normal operation as well as expected maneuvers and the various mechanical failures, it was concluded that sufficient protection is provided by the simple fixed scram setting (2,3). However, in response to expressed beliefs (4) that variation of APRM flux scram with recirculation flow is a prudent measure to ensure safe plant operation, the scram setting will be varied with recirculation flow.

An increase in the APRM scram trip setting would decrease the margin present before the fuel cladding integrity safety limit is reached. The APRM scram trip setting was determined by an analysis of margins required to provide a reasonable range for maneuvering during operation. Reducing this operating margin would increase the frequency of spurious scrams, which could have an adverse effect on reactor safety because of the resulting thermal stresses and the unnecessary challenge to the operators. Thus, the APRM scram trip setting was selected because it provides adequate margin for the fuel cladding integrity safety limit and yet allows operating margin that reduces the possibility of unnecessary scrams.

The scram trip setting must be adjusted to ensure that the LHGR transient peak is not increased for any combination of maximum fraction of limiting power density (MFLPD) and reactor core thermal power. The scram setting is adjusted in accordance with the formula in Specification 2.3.A, when the MFLPD is greater than the fraction of the rated power (FRP). the adjustment may be accomplished by increasing the APRM gain and thus reducing the flow referenced APRM High Flux Scram Curve by the reciprocal of the APRM gain change.

The low pressure isolation of the main steam line at 825 psig was provided to give protection against fast reactor depressurization and the resulting rapid cool-down of the vessel. The low-pressure isolation protection is enabled with entry into IRM range 10 or the RUN mode. In addition, a scram on 10% main steam isolation valve (MSIV) closure anticipates the pressure and flux transients which occur during normal or inadvertent isolation valve closure. Bypass of the MSIV closure scram function below 600 psig is permitted to provide sealing steam and allow the establishment of condenser vacuum. Advantage is taken of the MSIV scram feature to provide protection for the low-pressure portion of the fuel cladding integrity safety limit. To continue operation beyond 12% of rated power, the IRM's must be transferred into range 10. Reactor pressure must be above 825 psig to successfully transfer the IRM's into range 10. Entry into range 10 at less than 825 psig will result in main steam line isolation valve closure and MSIV closure scram. This provides automatic scram protection for the fuel cladding integrity safety limit which allows a maximum power of 25% of rated at pressures below 800 psia. Below 600 psig, when the MSIV closure scram is bypassed, scram protection is provided by the IRMs.

Operation of the reactor at pressure lower than 825 psig requires that the mode switch be in the STARTUP position and the IRMs be in range 9 or lower. The protection for the fuel clad integrity safety limit is provided by the IRM high neutron flux scram in each IRM range. The IRM range 9 high flux scram setting at 12% of rated power provides adequate thermal margin to the safety limit of 25% of rated power. There are few possible significant sources of rapid reactivity input to the system through IRM range 9: effects of increasing pressure at zero and low void content are minor; reactivity excursions from colder makeup water, will cause an IRM high flux trip; and the control rod sequences are constrained by operating procedures backed up by the rod worth minimizer. In the unlikely event of a rapid or uncontrolled increase in reactivity, the IRM system would be more than adequate to ensure a scram before power could exceed the safety limit. Furthermore, a mechanical stop on the IRM range switch requires an operator to pull up on the switch handle to pass through the stop and enter range 10. This provides protection against an inadvertent entry into range 10 at low pressures. The IRM scram remains active until the mode switch is placed in the RUN position at which time the trip becomes a coincident IRM upscale, APRM downscale scram.

The adequacy of the IRM scram was determined by comparing the scram level on the IRM range 10 to the scram level on the APRMs at 30% of rated flow. The IRM scram is at 38.4% of rated power while the APRM scram is at 59.3% of rated power. The minimum flow for Oyster Creek is at 30% of rated flow and this would be the lowest APRM scram point. The increased recirculation flow to 65% of flow will provide additional margin to CPR Limits. The APRM scram at 65% of rated flow is 100.8% of rated power, while the IRM range 10 scram remains at 38.4% of rated power. Therefore, transients requiring a scram based on flux excursion will be terminated sooner with a IRM range 10 scram than with an APRM scram. The transients requiring a scram by nuclear instrumentation are the loss of feedwater heating and the improper startup of an idle recirculation loop. The loss of feedwater heating transient is not affected by the range 10 IRM since the feedwater heaters will not be put into service until after the LPRM downscapes have cleared, thus insuring the operability of the APRM system. This will be administratively controlled. The improper startup of an idle recirculation loop becomes less severe at lower power level and the IRM scram would be adequate to terminate the flux excursion.

The Rod Worth Minimizer is not required beyond 10% of rated power. The ability of the IRMs to terminate a rod withdrawal transient is limited due to the number and location of IRM detectors. An evaluation was performed that showed by maintaining a minimum recirculation flow of 39.65×10^6 lb/hr in range 10 a complete rod withdrawal initiated at 35% of rated power or less would not result in violating the fuel cladding safety limit. Therefore, a rod block on the IRMs at less than 35% of rated power would be adequate protection against a rod withdrawal transient.

Reactor power level may be varied by moving control rods or by varying the recirculation flow rate. The APRM system provides a control rod block to prevent gross rod withdrawal at constant recirculation flow rate to protect against grossly exceeding the MCPR Fuel Cladding Integrity Safety Limit. This rod block trip setting, which is automatically varied with recirculation loop flow rate, prevents an increase in the reactor power level to excessive values due to control rod withdrawal. The flow variable trip setting provides substantial margin from fuel damage, assuming a steady-state operation at the trip setting, over the entire recirculation flow range. The margin to the safety limit increases as the flow decreases for the specified trip setting versus flow relationship. Therefore, the worst-case MCPR, which could occur during steady-state operation, is at 115% of the rated thermal power because of the APRM rod block trip setting. The actual power distribution in the core is established by specified control rod sequences and is monitored continuously by the incore LPRM system. As with APRM scram trip setting, the APRM rod block trip setting is adjusted downward if the maximum fraction of limiting power density exceeds the fraction of the rated power, thus preserving the APRM rod block safety margin. As with the scram setting, this may be accomplished by adjusting the APRM gains.

The settings on the reactor high pressure scram, anticipatory scrams, reactor coolant system relief valves and isolation condenser have been established to assure never reaching the reactor coolant system pressure safety limit as well as assuring the system pressure does not exceed the range of the fuel cladding integrity safety limit. In addition, the APRM neutron flux scram and the turbine bypass system also provide protection for these safety limits, e.g., turbine trip and loss of electrical load transients (5). In addition to preventing power operation above 1060 psig, the pressure scram backs up the other scrams for these transients and other steam line isolation type transients. Actuation of the isolation condenser during these transients removes the reactor decay heat without further loss of reactor coolant thus protecting the reactor water level safety limit.

The reactor coolant system safety valves offer yet another protective feature for the reactor coolant system pressure safety limit since these valves are sized assuming no credit for other pressure relieving devices. In compliance with Section I of the ASME Boiler and Pressure Vessel Code, the safety valve must be set to open at a pressure no higher than 103% of design pressure, and they must limit the reactor pressure to no more than 110% of design pressure. The safety valves are sized according to the Code for a condition of main steam isolation valve closure while operating at 1930 MWt, followed by (1) a reactor scram on high neutron flux, (2) failure of the recirculation pump trip on high pressure, (3) failure of the turbine bypass valves to open, and (4) failure of the isolation condensers and relief valves to operate. Under these conditions, a total of 9 safety valves are required to turn the pressure transient. The ASME B&PV Code allows a $\pm 1\%$ of working pressure (1250 psig) variation in the lift point of the valves. This variation is recognized in Specification 4.3.

3.1 PROTECTIVE INSTRUMENTATION

Applicability: Applies to the operating status of plant instrumentation which performs a protective function.

Objective: To assure the OPERABILITY of protective instrumentation.

- Specifications:
- A. The following operating requirements for plant protective instrumentation are given in Table 3.1.1:
 - 1. The reactor mode in which a specified function must be OPERABLE including allowable bypass conditions.
 - 2. The minimum number of OPERABLE instrument channels per OPERABLE trip system.
 - 3. The trip settings which initiate automatic protective action.
 - 4. The action required when the limiting conditions for operation are not satisfied.
 - B.
 - 1. Failure of four chambers assigned to any one APRM shall make the APRM inoperable.
 - 2. Failure of two chambers from one radial core location in any one APRM shall make that APRM inoperable.

The low-low-low water level trip point is set at 4'8" above the top of the active fuel and will prevent spurious operation of the automatic relief system. The trip point established will initiate the automatic depressurization system in time to provide adequate core cooling.

Specification 3.1.B.1 defines the minimum number of APRM channel inputs required to permit accurate average core power monitoring. Specifications 3.1.B.2 and 3.1.C.1 further define the distribution of the OPERABLE chambers to provide monitoring of local power changes that might be caused by a single rod withdrawal. Any nearby, OPERABLE LPRM chamber can provide the required input for average core monitoring. A Travelling Incore Probe or Probes can be used temporarily to provide APRM input(s) until LPRM replacement is possible. Since APRM rod block protection is not required below 61% of rated power, as discussed in Section 2.3, Limiting Safety System Settings, operation may continue below 61% as long as Specification 3.1.B.1 and the requirements of Table 3.1.1 are met. In order to maintain reliability of core monitoring in that quadrant where an APRM is inoperable, it is permitted to remove the OPERABLE APRM from service for calibration and/or test provided that the same core protection is maintained by alternate means.

In the rare event that Travelling In-core Probes (TIPs) are used to meet the requirements 3.1.B or 3.1.C, the licensee may perform an analysis of substitute LPRM inputs to the APRM system using spare (non-APRM input) LPRM detectors and change the APRM system as permitted by 10 CFR 50.59.

Under assumed loss-of-coolant accident conditions and certain loss of offsite power conditions with no assumed loss-of-coolant accident, it is inadvisable to allow the simultaneous starting of emergency core cooling and heavy load auxiliary systems in order to minimize the voltage drop across the emergency buses and to protect against a potential diesel generator overload. The diesel generator load sequence time delay relays provide this protective function and are set accordingly. The repetitive accuracy rating of the timer mechanism as well as parametric analyses to evaluate the maximum acceptable tolerances for the diesel loading sequence timers were considered in the establishment of the appropriate load sequencing.

Manual actuation can be accomplished by the operator and is considered appropriate only when the automatic load sequencing has been completed. This will prevent simultaneous starting of heavy load auxiliary systems and protect against the potential for diesel generator overload.

Also, the Reactor Building Closed Cooling Water and Service Water pump circuit breakers will trip whenever a loss-of-coolant accident condition exists. This is justified by Amendment 42 of the Licensing Application which determined that these pumps were not required during this accident condition.

C. Minimum CRITICAL POWER RATIO (MCPR)

During steady state POWER OPERATION the minimum CRITICAL POWER RATIO (MCPR) shall be equal to or greater than the MCPR limit as specified in the COLR.

When APRM status changes due to instrument failure (APRM or LPRM input failure), the MCPR requirement for the degraded condition shall be met within a time interval of eight (8) hours, provided that the control rod block is placed in operation during this interval.

For core flows other than rated, the nominal value for MCPR shall be increased by a factor of k_f , where k_f is as shown in the COLR.

If at any time during POWER OPERATION it is determined by normal surveillance that the limiting value for MCPR is being exceeded for reasons other than instrument failure, action shall be initiated to restore operation to within the prescribed limits. If the steady state MCPR is not returned to within the prescribed limits within two [2] hours, action shall be initiated to bring the reactor to the COLD SHUTDOWN CONDITION within 36 hours. During this period, surveillance and corresponding action shall continue until reactor operation is within the prescribed limit at which time POWER OPERATION may be continued.

Bases:

The Specification for AVERAGE PLANAR LHGR assures that the peak cladding temperature following the postulated design basis loss-of-coolant accident will not exceed the 2200°F limit specified in 10 CFR 50.46. The analytical methods and assumptions used in evaluating the fuel design limits are presented in FSAR Chapter 4.

LOCA analyses are performed for each fuel design at selected exposure points to determine APLHGR limits that meet the PCT and maximum oxidation limits of 10 CFR 50.46. The analysis is performed using GE calculational models which are consistent with the requirements of 10 CFR 50, Appendix K.

The PCT following a postulated LOCA is primarily a function of the average heat generation rate of all the rods of a fuel assembly at any axial location and is not strongly influenced by the rod to rod power distribution within an assembly. Since expected location variations in power distribution within a fuel assembly affect the calculated peak clad temperature by less than $\pm 20^\circ\text{F}$ relative to the peak temperature for a typical fuel design, the limit on the average linear heat generation rate is sufficient to assure that calculated temperatures are below the limits specified in 10 CFR 50.46.

The maximum AVERAGE PLANAR LHGR limits for the various fuel types currently being used are provided in the COLR. The COLR includes MAPLHGR limits for five loop operation. Additional limits on MAPLHGR for operations with less than five loops are given in Specification 3.3.F.2.

Fuel design evaluations are performed to demonstrate that the cladding 1% plastic strain and other fuel design limits are not exceeded during anticipated operational occurrences for operation with LHGRs up to the operating limit LHGR.

The analytical methods and assumptions used in evaluating the anticipated operational occurrences to establish the operating limit MCPR are presented in the FSAR, Chapters 4, 6 and 15 and in Technical Specification 6.9.1.f. To assure that the Safety Limit MCPR is not exceeded during any moderate frequency transient event, limiting transients have been analyzed to determine the largest reduction in CRITICAL POWER RATIO (CPR). The types of transients evaluated are pressurization, positive reactivity insertion and coolant temperature decrease. The operational MCPR limit is selected to provide margin to accommodate transients and uncertainties in monitoring the core operating state, manufacturing, and in the critical power correlation itself. This limit is derived by addition of the CPR for the most limiting transient to the safety limit MCPR designated in Specification 2.1.

The APRM response is used to predict when the rod block occurs in the analysis of the rod withdrawal error transient. The transient rod position at the rod block and corresponding MCPR can be determined. The MCPR has been evaluated for different APRM responses which would result from changes in the APRM status as a consequence of bypassed APRM channel and/or failed/bypassed LPRM inputs. The steady state MCPR required to protect the minimum transient CPR for the worst case APRM status condition (APRM Status 1) is determined in the rod withdrawal error transient analysis. The steady state MCPR values for APRM status conditions 1, 2, and 3 will be evaluated each cycle. For those cycles where the rod withdrawal error transient is not the most severe transient the MCPR value for APRM status conditions 1, 2, and 3 will be the same and be equal to the limiting transient MCPR value.

The time interval of Eight (8) hours to adjust the steady state of MCPR to account for a degradation in the APRM status is justified on the basis of instituting a control rod block which precludes the possibility of experiencing a rod withdrawal error transient since rod withdrawal is physically prevented. This time interval is adequate to allow the operator to either increase the MCPR to the appropriate value or to upgrade the status of the APRM system while in a condition which prevents the possibility of this transient occurring.

Transients analyzed each fuel cycle will be evaluated with respect to the operational MCPR limit specified in the COLR.

The purpose of the k_f factor is to define operating limits at other than rated flow conditions. At less than 100% flow the required MCPR is the product of the operating limit MCPR and the k_f factor. Specifically, the k_f factor provides the required thermal margin to protect against a flow increase transient.

The k_f factor curves, as shown in the COLR, were developed generically using the flow control line corresponding to rated thermal power at rated core flow. For the manual flow control mode, the k_f factors were calculated such that at the maximum flow state (as limited by the pump scoop tube set point) and the corresponding core power (along the rated flow control line), the limiting bundle's relative power was adjusted until the MCPR was slightly above the Safety Limit. Using this relative bundle power, the MCPR's were calculated at different points along the rated flow control line corresponding to different core flows. The ratio of the MCPR calculated at a given point of core flow, divided by the operating limit MCPR determines the value of k_f .

The k_f factor also provides the required thermal margin to protect against reactor thermal hydraulic instability. The k_f factor establishes the required MCPR at low flow conditions such that if a reactor thermal hydraulic instability were to occur, the MCPR Safety Limit would not be exceeded.