
Industry/TSTF Standard Technical Specification Change Traveler

Correct error in Bases for LCO 3.1.5

Priority/Classification 4) Change Bases

NUREGs Affected: 1430 1431 1432 1433 1434

Description:

Correct error in Bases for LCO 3.1.5.

Justification:

Correct error in Bases for LCO 3.1.5 caused by incomplete incorporation of Revision 0 change WOG-17, C.1. The Bases now match the Required Actions.

Revision History

OG Revision 0

Revision Status: Closed

Revision Proposed by:

Revision Description:

Original Issue

Owners Group Review Information

Date Originated by OG: 15-Mar-95

Owners Group Comments
WOG-04, C.7

Owners Group Resolution: Approved Date: 11-Aug-95

TSTF Review Information

TSTF Received Date: 05-Sep-95 Date Distributed for Review 05-Sep-95

OG Review Completed: BWOG WOG CEOG BWROG

TSTF Comments:

(No Comments)

TSTF Resolution: Approved Date: 05-Sep-95

NRC Review Information

NRC Received Date: 03-Oct-95 NRC Reviewer: R. Tjader

NRC Comments:

6/11/96 - C. Grimes comment: TSTF-15 to be referred to a Tech Br.

9/18/96 - No change in status.

10/30/96 - NRC to propose a change for the TSTF.

12/30/96 - C. Grimes approved, but requested verification; referred back to reviewer.

1/97 - Reviewer verified that change did not need to be referred to a Tech Branch.

Final Resolution: Superseded by Revision

Final Resolution Date: 08-Jan-96

4/2/98

TSTF Revision 1**Revision Status: Active****Next Action:**

Revision Proposed by: TSTF

Revision Description:

Remarked the pages to use TSTF number instead of OG number.

The Tech Spec markup contains another change not discussed in the Discussion or Justification. The TSTF package was WOG-4, C.7 only, but change WOG-4, C.1 was included in the TSTF package. These were removed.

TSTF Review Information

TSTF Received Date: 08-Jan-96

Date Distributed for Review 08-Jan-96

OG Review Completed: BWOG WOG CEOG BWROG

TSTF Comments:

(No Comments)

TSTF Resolution: Approved Date: 08-Jan-96

NRC Review Information

NRC Received Date: 08-Jan-96

NRC Reviewer: R. Tjader

NRC Comments:

6/11/96 - C. Grimes comment: TSTF-15 to be referred to a Tech Br.

9/18/96 - No change in status.

10/30/96 - NRC to propose a change for the TSTF.

12/30/96 - C. Grimes approved, but requested verification; referred back to reviewer.

1/97 - Reviewer verified that change did not need to be referred to a Tech Branch.

Final Resolution: NRC Approves

Final Resolution Date: 18-Mar-97

Incorporation Into the NUREGs

File to BBS/LAN Date:

TSTF Informed Date:

TSTF Approved Date:

NUREG Rev Incorporated:

Affected Technical Specifications

Action 3.1.5 Bases

Rod Group Alignment Limits

4/2/98

BASES

ACTIONS
(continued)

1.1 and 1.2 (D)

More than one control rod becoming misaligned from its group average position is not expected, and has the potential to reduce SDM. Therefore, SDM must be evaluated. One hour allows the operator adequate time to determine SDM. Restoration of the required SDM, if necessary, requires increasing the RCS boron concentration to provide negative reactivity, as described in the Bases or LCO 3.1.1. The required Completion Time of 1 hour for initiating boration is reasonable, based on the time required for potential xenon redistribution, the low probability of an accident occurring, and the steps required to complete the action. This allows the operator sufficient time to align the required valves and start the boric acid pumps. Boration will continue until the required SDM is restored.

2 (D)

If more than one rod is found to be misaligned or becomes misaligned because of bank movement, the unit conditions fall outside of the accident analysis assumptions. Since automatic bank sequencing would continue to cause misalignment, the unit must be brought to a MODE or Condition in which the LCO requirements are not applicable. To achieve this status, the unit must be brought to at least MODE 3 within 6 hours.

The allowed Completion Time is reasonable, based on operating experience, for reaching MODE 3 from full power conditions in an orderly manner and without challenging plant systems.

1 (C)

When Required Actions cannot be completed within their Completion Time, the unit must be brought to a MODE or Condition in which the LCO requirements are not applicable. To achieve this status, the unit must be brought to at least MODE 3 within 6 hours, which obviates concerns about the development of undesirable xenon or power distributions. The allowed Completion Time of 6 hours is reasonable, based on operating experience, for reaching MODE 3 from full power

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BASES

ACTIONS

B.1 (continued)

conditions in an orderly manner and without challenging the plant systems.

SURVEILLANCE
REQUIREMENTS

SR 3.1.5.1

Verification that individual rod positions are within alignment limits at a Frequency of 12 hours provides a history that allows the operator to detect a rod that is beginning to deviate from its expected position. If the rod position deviation monitor is inoperable, a Frequency of 4 hours accomplishes the same goal. The specified Frequency takes into account other rod position information that is continuously available to the operator in the control room, so that during actual rod motion, deviations can immediately be detected.

SR 3.1.5.2

Verifying each control rod is OPERABLE would require that each rod be tripped. However, in MODES 1 and 2, tripping each control rod would result in radial or axial power tilts, or oscillations. Exercising each individual control rod every 92 days provides increased confidence that all rods continue to be OPERABLE without exceeding the alignment limit, even if they are not regularly tripped. Moving each control rod by 10 steps will not cause radial or axial power tilts, or oscillations, to occur. The 92 day Frequency takes into consideration other information available to the operator in the control room and SR 3.1.5.1, which is performed more frequently and adds to the determination of OPERABILITY of the rods. Between required performances of SR 3.1.5.2 (determination of control rod OPERABILITY by movement), if a control rod(s) is discovered to be immovable, but remains trippable and aligned, the control rod(s) is considered to be OPERABLE. At any time, if a control rod(s) is immovable, a determination of the trippability (OPERABILITY) of the control rod(s) must be made, and appropriate action taken.

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