

**TABLE 3.3-3 (Continued)**  
**ENGINEERED SAFETY FEATURES ACTUATION SYSTEM 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> |
|--|------------------------------|-------------------------|----------------------------------|-------------------------|---------------|
| 9. Engineering Safety Features Actuation System Interlocks |                              |                         |                                  |                         |               |
| a. Pressurizer Pressure, P-11                              | 3                            | 2                       | 2                                | 1, 2, 3                 | 21            |
| b. Low-Low T <sub>avg</sub> , P-12                         | 4                            | 2                       | 3                                | 1, 2, 3                 | 21            |
| c. Reactor Trip, P-4                                       | 2                            | 2                       | 2                                | 1, 2, 3                 | 23            |
| 10. Emergency Generator Load Sequencer                     | 2                            | 1                       | 2                                | 1, 2, 3, 4              | 15            |

TABLE 3.3-3 (Continued)

TABLE NOTATIONS

- # The Steamline Isolation Logic and Safety Injection Logic for this trip function may be blocked in this MODE below the P-11 (Pressurizer Pressure Interlock) Setpoint.
- \* MODES 1, 2, 3, 4, 5 and 6.  
During fuel movement within containment or the spent fuel pool.
- \*\*\*\* Trip function automatically blocked above P-11 and may be blocked below P-11 when Safety Injection on low steam line pressure is not blocked.

ACTION STATEMENTS

- ACTION 14 - With the number of OPERABLE channels one less than the Minimum Channels OPERABLE requirement, restore the inoperable channel to OPERABLE status within 6 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours; however, one channel may be bypassed for up to 4 hours for surveillance testing per Specification 4.3.2.1, provided the other channel is OPERABLE.
- ACTION 15 With the number of OPERABLE channels one less than the Minimum Channels OPERABLE requirement, restore the inoperable channel to OPERABLE status within 12 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours; however, one channel may be bypassed for up to 4 hours for surveillance testing per Specification 4.3.2.1, provided the other channel is OPERABLE
- ACTION 16 - With the number of OPERABLE channels one less than the Total Number of Channels, operation may proceed until performance of the next required ANALOG CHANNEL OPERATIONAL TEST provided the inoperable channel is placed in the tripped condition within 1 hour.
- ACTION 17 - With the number of OPERABLE channels one less than the Total Number of Channels, operation may proceed provided the inoperable channel is placed in the bypassed condition and the Minimum Channels OPERABLE requirement is met. One additional channel may be bypassed for up to 4 hours for surveillance testing per Specification 4.3.2.1.
- ACTION 18 - With the number of OPERABLE channels one less than the Total Number of Channels, restore the inoperable channel to OPERABLE status within 7 days. After 7 days, or if no channels are OPERABLE, immediately suspend fuel movement, if applicable, and be in HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.
- ACTION 19 - With the number of OPERABLE channels one less than the Minimum Channels OPERABLE requirement, restore the inoperable channel to OPERABLE status within 48 hours or be in at least HOT STANDBY within the next 6 hours and in COLD SHUTDOWN within the following 30 hours.