A-1

PROPOSED TECHNICAL SPECIFICATION CHANGES

TABLE 2.2-1

REACTOR PROTECTIVE INSTRUMENTATION TRIP SETPOINT LIMITS

FUNCTIONAL UNIT	TRIP SETPOINT	ALLOWABLE VALUES
1. Manual Reactor Trip	Not Applicable	Not Applicable
2. Linear Power Level - High		
a. Four Reactor Coolant Pumps Operating	≤ 110% of RATED THERMAL POWER	≤ 110.712% of RATED THERMAL POWER
b. Three Reactor Coolant Pumps Operating	*	*
c. Two Reactor Coolant Pumps Operating - Same Loop	*	*
d. Two Reactor Coolant Pumps Operating - Opposite Loops	*	*
3. Logarithmic Power Level - High (1)	≤0.75% of RATED THERMAL POWER	≤ 0.819% of RATED THERMAL POWER
4. Pressurizer Pressure - High	≤ 2362 psia	≤ 2370.887 psia
5. Pressurizer Pressure - Low	≥ 1717.4 psia (2)	≥ 1686.3 psia (2)
6. Containment Pressure - High	≤ 18.4 psia	≤ 19.024 psia
7. Steam Generator Pressure - Low	≥ 751 psia (3)	≥ 729.613 psia (3)
8. Steam Generator Level - Low	≥ 23% (4)	≥ 2[illegible].111 (4)

* These values left blank pending NRC approval of safety analyses for operation with less than four reactor coolant pumps operating.

2.1.1 REACTOR CORE

The restrictions of these safety limits prevent overheating of the fuel cladding and possible cladding perforation which would result in the release of fission products to the reactor coolant. Overheating of the fuel cladding is prevented by (1) restricting fuel operation to within the nucleate boiling regime where the heat transfer coefficient is large and the cladding surface temperature is slightly above the coolant saturation temperature, and (2) maintaining the dynamically adjusted peak linear heat rate of the fuel at or less than 21 kw/ft which will not cause fuel centerline melting in any fuel rod.

First, by operating within the nucleate boiling regime of heat transfer, the heat transfer coefficient is large enough so that the maximum clad surface temperature is only slightly greater than the coolant saturation temperature. The upper boundary of the nucleate boiling regime is termed "departure from nucleate boiling" (DNB). At this point, there is a sharp reduction of the heat transfer coefficient, which would result in higher cladding temperatures and the possibility of cladding failure.

Correlations predict DNB and the location of DNB for axially uniform and non-uniform heat flux distributions. The local DNB ratio (DNBR), defined as the ratio of the predicted DNB heat flux at a particular core location to the actual heat flux at that location, is indicative of the margin to DNB. The minimum value of DNBR during normal operational occurrences is limited to 1.25 for the CE-1 correlation and is established as a Safety Limit.

Second, operation with a peak linear heat rate below that which would cause fuel centerline melting maintains fuel rod and cladding integrity. Above this peak linear heat rate level (i.e., with some melting in the center), fuel rod integrity would be maintained only if the design and operating conditions are appropriate throughout the life of the fuel rods. Volume changes which accompany the solid to liquid phase change are significant and require accommodation. Another consideration involves the redistribution of the fuel which depends on the extent of the melting and the physical state of the fuel rod at the time of melting. Because of the above factors, the steady state value of the peak linear heat rate which would not cause fuel centerline melting is established as a Safety Limit. To account for fuel rod dynamics (lags), the directly indicated linear heat rate is dynamically adjusted.

A steady state peak linear heat rate of 21 kw/ft has been established as the Safety Limit to prevent fuel centerline melting during normal operation. Following design basis anticipated operational occurrences, the transient linear heat rate may exceed 21 kw/ft as long as the fuel centerline melt temperature is not exceeded.

Limiting safety system settings for the Low DNBR, High Local Power Density, High Logarithmic Power Level, Low Pressurizer Pressure and High Linear Power Level trips, and limiting conditions for operation on DNBR and kw/ft margin are specified such that there is a high degree of confidence that the specified acceptable fuel design limits (i.e., DNBR and centerline fuel melt temperature) are not exceeded during normal operation and design basis anticipated operational occurrences.

2.1.2 REACTOR COOLANT SYSTEM PRESSURE

The restriction of this Safety Limit protects the integrity of the Reactor Coolant System from overpressurization and thereby prevents the release of radionuclides contained in the reactor coolant from reaching the containment atmosphere.

The Reactor Coolant System components are designed to Section III of the ASME Code for Nuclear Power Plant Components. (The reactor vessel, steam generators and pressurizer are designed to the 1968 Edition, Summer 1970 Addenda; piping to the 1971 Edition, original issue; and the valves to the 1968 Edition, Winter 1970 Addenda. Section III of this Code permits a maximum transient pressure of 110% (2750) psia) of design pressure. The Safety Limit of 2750 psia is therefore consistent with the design criteria and associated code requirements.

The entire Reactor Coolant System is hydrotested at 3125 psia to demonstrate integrity prior to initial operation.

2.2.1 REACTOR TRIP SETPOINTS

The Reactor Trip Setpoints specified in Table 2.2-1 are the values at which the Reactor Trips are set for each functional unit. The Trip Setpoints have been selected to ensure that the reactor core and reactor coolant system are prevented from exceeding their Safety Limits during normal operation and design basis anticipated operational occurrences and to assist the Engineered Safety Features Actuation System in mitigating the consequences of accidents. Operation with a trip set less conservative than its Trip Setpoint but within its specified Allowable Value is acceptable on the basis that the difference between each Trip Setpoint and the Allowable Value is equal to or less than the drift allowance assumed for each trip in the safety analyses.

The DNBR - Low and Local Power Density - High are digitally generated trip setpoints based on Limiting Safety System Settings of 1.25 and 21.0 kw/ft, respectively. Since these trips are digitally generated by the Core Protection Calculators, the trip values are not subject to drifts common to trips generated by analog type equipment. The Allowable Values for these trips are therefore the same as the Trip Setpoints.

Pressurizer Pressure High

The Pressurizer Pressure-High trip, in conjunction with the pressurizer safety valves and main steam safety valves, provides reactor coolant system protection against overpressurization in the event of loss of load without reactor trip. This trip's setpoint is at ≤2370.887 psia which is below the nominal lift setting (2500 psia) of the pressurizer safety valves and its operation avoids the undesirable operation of the pressurizer safety valves.

Pressurizer Pressure-Low

The Pressurizer Pressure-Low trip is provided to trip the reactor and to assist the Engineered Safety Features System in the event of a Loss of Coolant Accident. During normal operation, this trip's setpoint is set at ≥1686.3 psia. This trip's setpoint may be manually decreased, to a minimum value of 100 psia, as pressurizer pressure is reduced during plant shutdowns, provided the margin between the pressurizer pressure and this trip's setpoint is maintained at ≤200 psi; this setpoint increases automatically as pressurizer pressure increases until the trip setpoint is reached.

Containment Pressure-High

The Containment Pressure-High trip provides assurance that a reactor trip is initiated concurrently with a safety injection. The setpoint for this trip is identical to the safety injection setpoint.

Steam Generator Pressure-Low

The Steam Generator Pressure-Low trip provides protection against an excessive rate of heat extraction from the steam generators and subsequent cooldown of the reactor coolant. The setpoint is sufficiently below the full load operating point of approximately 900 psia so as not to interfere with normal operation, but still high enough to provide the required protection in the event of excessively high steam flow. This trip's setpoint may be manually decreased as steam generator pressure is reduced during plant shutdowns, provided the margin between the steam generator pressure and this trip's setpoint is maintained at ≤200 psi; this setpoint increases automatically as steam generator pressure increases until the trip setpoint is reached.

POWER DISTRIBUTION LIMITS

PRESSURIZER PRESSURE

LIMITING CONDITION FOR OPERATION

3.2.8 The average pressurizer pressure shall be maintained between 2025 psia and 2275 psia.

APPLICABILITY: MODE 1.

ACTION:

With the average pressurizer pressure exceeding its limits, restore the pressure to within its limit within 2 hours or reduce THERMAL POWER to less than 5% of RATED THERMAL POWER within the next 4 hours.

SURVEILLANCE REQUIREMENTS

4.2.8 The average pressurizer pressure shall be determined to be within its limit at least once per 12 hours.

TABLE 3.3-4

ENGINEERED SAFETY FEATURE ACTUATION SYSTEM INSTRUMENTATION TRIP VALUES

FUNCTIONAL UNIT	TRIP SETPOINT	ALLOWABLE VALUES
1. SAFETY INJECTION (SIAS)		
a. Manual (Trip Buttons)	Not Applicable	Not Applicable
b. Containment Pressure - High	≤ 18.4 psia	≤ 19.024 psia
c. Pressurizer Pressure -Low	≥1717.4 psia (1)	≥1686.3psia (1)
2. CONTAINMENT SPRAY (CSAS)		
a. Manual (Trip Buttons)	Not Applicable	Not Applicable
b. Containment Pressure -- High-High	≤ 23.3 psia	≤ 23.490 psia
3. CONTAINMENT ISOLATION (CIAS)		
a. Manual (Trip Buttons)	Not Applicable	Not Applicable
b. Containment Pressure - High	≤ 18.4 psia	≤ 19.024 psia

TABLE 3.3-4 (Continued)

ENGINEERED SAFETY FEATURE ACTUATION SYSTEM INSTRUMENTATION TRIP VALUES

FUNCTIONAL UNIT	TRIP VALUE	ALLOWABLE VALUES
4. MAIN STREAM AND FEEDWATER ISOLATION (MSIS)		
a. Manual (Trip Buttons)	Not Applicable	Not Applicable
b. Steam Generator Pressure - Low	≥ 751 psia (2)	≥ 729.613 psia (2)
5. CONTAINMENT COOLING (CCAS)		
a. Manual (Trip Buttons)	Not Applicable	Not applicable
b. Containment Pressure - High	≤ 18.4 psia	≤ 19.024 psia
c. Pressurizer Pressure - Low	≥ 1717.4 psia (1)	≥1686.3 psia (1)
6. RECIRCULATION (RAS)		
a. Manual (Trip Buttons)	Not Applicable	Not Applicable
b. Refueling Water Tank - Low	54,400 ± 2,370 gallons (equivalent to 6.0 ± 0.5% indicated level)	between 51,050 and 58,600 gallons (equivalent to between 5.111% and 6.889% indicated level)
7. LOSS OF POWER		
a. 4.16 kv Emergency Bus Undervoltage (Loss of Voltage)	3120 volts (4)	3120 volts (4)
b. 460 volt Emergency Bus Undervoltage (Degraded Voltage)	423 ± 2.0 volts with an 8.0 ± 0.5 second time delay	423 ± 4.0 volts with an 8.0 ± 0.8 second time delay

from the penalties associated with each batch, accounting for the offsetting margins due to the lower radial power peaks in the higher burnup batches.

3/4.2.5 RCS FLOW RATE

This specification is provided to ensure that the actual RCS total flow rate is maintained at or above the minimum value used in the LOCA safety analyses.

3/4.2.6 REACTOR COOLANT COLD LEG TEMPERATURE

This specification is provided to ensure that the actual value of reactor coolant cold leg temperature is maintained within the range of values used in the safety analyses.

3/4.2.7 AXIAL SHAPE INDEX

This specification is provided to ensure that the actual value of AXIAL SHAPE INDEX is maintained within the range of values used in the safety analyses.

3/4.2.8 PRESSURIZER PRESSURE

This specification is provided to ensure that the actual value of pressurizer pressure is maintained within the range of values used in the safety analyses. Safety analyses cover a pressure range from 2000 psia to 2300 psia. The upper and lower allowable limits (2275 and 2025 psia) are adjusted by 25 psi to bound pressure instrumentation measurement uncertainty.