2.0 SAFETY LIMITS AND LIMITING SAFETY SYSTEM SETTINGS

2.1 SAFETY LIMITS

2.1.1 REACTOR CORE

DNBR

2.1.1.1 The calculated DNBR of the reactor core shall be maintained greater than or equal to ~~1.24.~~ 1.3Ø

APPLICABILITY: MODES 1 and 2.

ACTION:

Whenever the calculated DNBR of the reactor has decreased to less than ~~1.24,~~ 1.3Ø be in HOT STANDBY within 1 hour, and comply with the requirements of Specification 6.7.1.

PEAK LINEAR HEAT RATE

2.1.1.2 The peak linear heat rate (adjusted for fuel rod dynamics) of the fuel shall be maintained less than or equal to 21 kW/ft.

APPLICABILITY: MODES 1 and 2.

ACTION:

Whenever the peak linear heat rate (adjusted for fuel rod dynamics) of the fuel has exceeded 21 kW/ft, be in HOT STANDBY within 1 hour, and comply with the requirements of Specification 6.7.1.

REACTOR COOLANT SYSTEM PRESSURE

2.1.2 The Reactor Coolant System pressure shall not exceed 2750 psia.

APPLICABILITY: MODES 1, 2, 3, 4, and 5.

ACTION:

MODES 1 and 2:

Whenever the Reactor Coolant System pressure has exceeded 2750 psia, be in HOT STANDBY with the Reactor Coolant System pressure within its limit within 1 hour, and comply with the requirements of Specification 6.7.1.

MODES 3, 4, and 5:

Whenever the Reactor Coolant System pressure has exceeded 2750 psia, reduce the Reactor Coolant System pressure to within its limit within 5 minutes, and comply with the requirements of Specification 6.7.1.

TABLE 2.2-1

REACTOR PROTECTIVE INSTRUMENTATION TRIP SETPOINT LIMITS

FUNCTIONAL UNIT	TRIP SETPOINT	ALLOWABLE VALUES
I. TRIP GENERATION		
A. Process		
1. Pressurizer Pressure - High	≤ 2383 psia	≤ 2388 psia
2. Pressurizer Pressure - Low	≥ 1837 psia (2)	≥ 1822 psia (2)
3. Steam Generator Level - Low	≥ 44.2% (4)	≥ 43.7% (4)
4. Steam Generator Level - High	≤ 91.0% (9)	≤ 91.5% (9)
5. Steam Generator Pressure - Low	≥ 919 psia (3)	≥ 912 psia (3)
6. Containment Pressure - High	≤ 3.0 psig	≤ 3.2 psig
7. Reactor Coolant Flow - Low		
a. Rate	≤ 0.115 psi/sec (6)(7)	≤ 0.118 psi/sec (6)(7)
b. Floor	≥ 11.9 psid (6)(7)	≥ 11.7 psid(6)(7)
c. Band	≤ 10.0 psid (6)(7)	≤ 10.2 psid (6)(7)
8. Local Power Density - High	≤ 21.0 kW/ft (5)	≤ 21.0 kW/ft (5)
9. DNBR - Low	≥ ~~1.24~~ (5) 1.30	≥ ~~1.24~~ (5) 1.30
B. Excore Neutron Flux		
1. Variable Overpower Trip		
a. Rate	≤ 10.6%/min of RATED THERMAL POWER (8)	≤ 11.0%/min of RATED THERMAL POWER (8)
b. Ceiling	≤ 110.0% of RATED THERMAL POWER (8)	≤ 111.0% of RATED THERMAL POWER (8)
c. Band	≤ 9.8% of RATED THERMAL POWER (8)	≤ 10.0% of RATED THERMAL POWER (8)

2.1 and 2.2 SAFETY LIMITS AND LIMITING SAFETY SYSTEM SETTINGS

BASES

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 operation and design basis anticipated operational occurrences is limited to ~~1.24~~ 1.30 based upon a statistical combination of CE-1 CHF correlation and engineering factor uncertainties and is established as a Safety Limit. The DNBR limit of ~~1.24~~ 1.30 includes a rod bow compensation of 1.75% on DNBR.

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 by the CPC program.

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 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, 1974 Edition, Summer 1975 Addendum, of the ASME Code for Nuclear Power Plant Components which 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 Safety Limits of ~~1.24~~ 1.30 and 21 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.

To maintain the margins of safety assumed in the safety analyses, the calculations of the trip variables for the DNBR - Low and Local Power Density - High trips include the measurement, calculational and processor uncertainties and dynamic allowances as defined in the latest applicable revision of CEN-305-P, "Functional Design Requirements for a Core Protection Calculator," and CEN-304-P, "Functional Design Requirements for a Control Element Assembly Calculator."

DNBR - Low (Continued)

The DNBR, the trip variable, calculated by the CPC incorporates various uncertainties and dynamic compensation routines to assure a trip is initiated prior to violation of fuel design limits. These uncertainties and dynamic compensation routines ensure that a reactor trip occurs when the calculated core DNBR is sufficiently greater than ~~1.24~~ 1.3ø such that the decrease in calculated core DNBR after the trip will not result in a violation of the DNBR Safety Limit. CPC uncertainties related to DNBR cover CPC input measurement uncertainties, algorithm modelling uncertainties, and computer equipment processing uncertainties. Dynamic compensation is provided in the CPC calculations for the effects of coolant transport delays, core heat flux delays (relative to changes in core power), sensor time delays, and protection system equipment time delays.

The DNBR algorithm used in the CPC is valid only within the limits indicated below and operation outside of these limits will result in a CPC initiated trip.

	Parameter	Limiting Value
a.	RCS Cold Leg Temperature-Low	≥ 470°F
b.	RCS Cold Leg Temperature-High	≤ 610°F
c.	Axial Shape Index-Positive	Not more positive than + 0.5
d.	Axial Shape Index-Negative	Not more negative than - 0.5
e.	Pressurizer Pressure-Low	≥ 1860 psia
f.	Pressurizer Pressure-High	≤ 2388 psia
g.	Integrated Radial Peaking Factor-Low	≥ 1.28
h.	Integrated Radial Peaking Factor-High	≤ 7.00
i.	Quality Margin-Low	≥ 0

Steam Generator Level - High

The Steam Generator Level - High trip is provided to protect the turbine from excessive moisture carry over. Since the turbine is automatically tripped when the reactor is tripped, this trip provides a reliable means for providing protection to the turbine from excesssive moisture carryover. This trip's setpoint does not correspond to a safety limit, and provides protection in the event of excess feedwater flow. The setpoint is identical to the main steam isolation setpoint. Its functional capability at the specified trip setting enhances the overall reliability of the reactor protection system.

CORE OPERATING LIMITS REPORT

6.9.1.9 Core operating limits shall be established and documented in the CORE OPERATING LIMITS REPORT before each reload cycle or any remaining part of a reload cycle for the following:

a. Shutdown Margin K_{N-1} - Any CEA Withdrawn for Specification 3.1.1.2

b. Moderator Temperature Coefficient BOL and EOL limits for Specification 3.1.1.3

c. Boron Dilution Alarms for Specification 3.1.2.7

d. Movable Control Assemblies - CEA Position for Specification 3.1.3.1

e. Regulating CEA Insertion Limits for Specification 3.1.3.6

f. Part Length CEA Insertion Limits for Specification 3.1.3.7

g. Linear Heat Rate for Specification 3.2.1

h. Azimuthal Power Tilt - T_q for Specification 3.2.3

i. DNBR Margin for Specification 3.2.4

j. Axial Shape Index for Specification 3.2.7

6.9.1.10 The analytical methods used to determine the core operating limits shall be those previously reviewed and approved by the NRC in:

a. "CE Method for Control Element Assembly Ejection Analysis," CENPD-0190-A, January 1976 (Methodology for Specification 3.1.3.6, Regulating CEA Insertion Limits).

b. "The ROCS and DIT Computer Codes for Nuclear Design," CENPD-266-P-A, April 1983 (Methodology for Specifications 3.1.1.2, Shutdown Margin K_{N-1} - Any CEA Withdrawn; 3.1.1.3, Moderator Temperature Coefficient BOL and EOL limits and 3.1.3.6, Regulating CEA Insertion Limits).

c. "Safety Evaluation Report related to the Final Design of the Standard Nuclear Steam Supply Reference Systems CESSAR System 80, Docket No. STN 50-470, "NUREG-0852 (Novenber 1981), Supplements No. 1 (March 1983), No. 2 (September 1983), No. 3 (December 1987) (Methodology for Specifications 3.1.1.2, Shutdown Margin K_{N-1} - Any CEA Withdrawn; 3.1.1.3, Moderator Temperature Coefficient BOL and EOL limits; 3.1.2.7, Boron Dilution Alarms; 3.1.3.1, Movable Control Assemblies - CEA Position; 3.1.3.6, Regulating CEA Insertion Limits; 3.1.3.7, Part Length CEA Insertion Limits and 3.2.3 Azimuthal Power Tilt - T_q).

d. "Modified Statistical Combination of Uncertainties," CEN-356(V)-P-A Revision 01-P-A, May 1988 and "System 80™ Inlet Flow Distribution," Supplement 1P to Enclosure 1P to LD-82-054, February 1993 (Methodology for Specification 3.2.4, DNBR Margin and 3.2.7 Axial Shape Index).

2.0 SAFETY LIMITS AND LIMITING SAFETY SYSTEM SETTINGS

2.1 SAFETY LIMITS

2.1.1 REACTOR CORE

DNBR

2.1.1.1 The calculated DNBR of the reactor core shall be maintained greater than or equal to ~~1.24~~ 1.30.

APPLICABILITY: MODES 1 and 2.

ACTION:

Whenever the calculated DNBR of the reactor has decreased to less than ~~1.24~~ 1.30, be in HOT STANDBY within 1 hour, and comply with the requirements of Specification 6.7.1.

PEAK LINEAR HEAT RATE

2.1.1.2 The peak linear heat rate (adjusted for fuel rod dynamics) of the fuel shall be maintained less than or equal to 21 kW/ft.

APPLICABILITY: MODES 1 and 2.

ACTION:

Whenever the peak linear heat rate (adjusted for fuel rod dynamics) of the fuel has exceeded 21 kW/ft, be in HOT STANDBY within 1 hour, and comply with the requirements of Specification 6.7.1.

REACTOR COOLANT SYSTEM PRESSURE

2.1.2 The Reactor Coolant System pressure shall not exceed 2750 psia.

APPLICABILITY: MODES 1, 2, 3, 4, and 5.

ACTION:

MODES 1 and 2:

Whenever the Reactor Coolant System pressure has exceeded 2750 psia, be in HOT STANDBY with the Reactor Coolant System pressure within its limit within 1 hour, and comply with the requirements of Specification 6.7.1.

MODES 3, 4, and 5:

Whenever the Reactor Coolant System pressure has exceeded 2750 psia, reduce the Reactor Coolant System pressure to within its limit within 5 minutes, and comply with the requirements of Specification 6.7.1.

TABLE 2.2-1

REACTOR PROTECTIVE INSTRUMENTATION TRIP SETPOINT LIMITS

FUNCTIONAL UNIT	TRIP SETPOINT	ALLOWABLE VALUES
I. TRIP GENERATION		
A. Process		
1. Pressurizer Pressure - High	$\leq$ 2383 psia	$\leq$ 2388 psia
2. Pressurizer Pressure - Low	$\geq$ 1837 psia (2)	$\geq$ 1822 psia (2)
3. Steam Generator Level - Low	$\geq$ 44.2% (4)	$\geq$ 43.7% (4)
4. Steam Generator Level - High	$\leq$ 91.0% (9)	$\leq$ 91.5% (9)
5. Steam Generator Pressure - Low	$\geq$ 919 psia (3)	$\geq$ 912 psia (3)
6. Containment Pressure - High	$\leq$ 3.0 psig	$\leq$ 3.2 psig
7. Reactor Coolant Flow - Low		
a. Rate	$\leq$ 0.115 psi/sec (6)(7)	$\leq$ 0.118 psi/sec (6)(7)
b. Floor	$\geq$ 11.9 psid(6)(7)	$\geq$ 11.7 psid (6)(7)
c. Band	$\leq$ 10.0 psid(6)(7)	$\leq$ 10.2 psid (6)(7)
8. Local Power Density - High	$\leq$ 21.0 kW/ft (5)	$\leq$ 21.0 kW/ft (5)
9. DNBR - Low	$\geq$ ~~1.24~~ (5) 1.30	$\geq$ ~~1.24~~ (5) 1.30
B. Excore Neutron Flux		
1. Variable Overpower Trip		
a. Rate	< 10.6%/min of RATED THERMAL POWER (8)	< 11.0%/min of RATED THERMAL POWER (8)
b. Ceiling	< 110.0% of RATED THERMAL POWER (8)	< 111.0% of RATED THERMAL POWER (8)
c. Band	< 9.8% of RATED THERMAL POWER (8)	< 10.0% of RATED THERMAL POWER (8)

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 operation and design basis anticipated operational occurrences is limited to ~~1.24~~ 1.3ϕ based upon a statistical combination of CE-1 CHF correlation and engineering factor uncertainties and is established as a Safety Limit. The DNBR limit of ~~1.24~~ 1.3ϕ includes a rod bow compensation of 1.75% on DNBR.

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 by the CPC program.

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 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, 1974 Edition, Summer 1975 Addendum, of the ASME Code for Nuclear Power Plant Components which 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 Safety Limits of ~~1.24~~ 1.30 and 21 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.

To maintain the margins of safety assumed in the safety analyses, the calculations of the trip variables for the DNBR - Low and Local Power Density - High trips include the measurement, calculational and processor uncertainties and dynamic allowances as defined in the latest applicable revision of CEN-305-P, "Functional Design Requirements for a Core Protection Calculator," and CEN-304-P, "Functional Design Requirements for a Control Element Assembly Calculator."

DNBR - Low (Continued)

The DNBR, the trip variable, calculated by the CPC incorporates various uncertainties and dynamic compensation routines to assure a trip is initiated prior to violation of fuel design limits. These uncertainties and dynamic compensation routines ensure that a reactor trip occurs when the calculated core DNBR is sufficiently greater than ~~1.24~~ 1.30 such that the decrease in calculated core DNBR after the trip will not result in a violation of the DNBR Safety Limit. CPC uncertainties related to DNBR cover CPC input measurement uncertainties, algorithm modelling uncertainties, and computer equipment processing uncertainties. Dynamic compensation is provided in the CPC calculations for the effects of coolant transport delays, core heat flux delays (relative to changes in core power), sensor time delays, and protection system equipment time delays.

The DNBR algorithm used in the CPC is valid only within the limits indicated below and operation outside of these limits will result in a CPC initiated trip.

	Parameter	Limiting Value
a.	RCS Cold Leg Temperature-Low	≥ 470°F
b.	RCS Cold Leg Temperature-High	≤ 610°F
c.	Axial Shape Index-Positive	Not more positive than + 0.5
d.	Axial Shape Index-Negative	Not more negative than - 0.5
e.	Pressurizer Pressure-Low	≥ 1860 psia
f.	Pressurizer Pressure-High	≤ 2388 psia
g.	Integrated Radial Peaking Factor-Low	≥ 1.28
h.	Integrated Radial Peaking Factor-High	≤ 7.00
i.	Quality Margin-Low	≥ 0

Steam Generator Level - High

The Steam Generator Level - High trip is provided to protect the turbine from excessive moisture carry over. Since the turbine is automatically tripped when the reactor is tripped, this trip provides a reliable means for providing protection to the turbine from excesssive moisture carryover. This trip's setpoint does not correspond to a safety limit, and provides protection in the event of excess feedwater flow. The setpoint is identical to the main steam isolation setpoint. Its functional capability at the specified trip setting enhances the overall reliability of the reactor protection system.

CORE OPERATING LIMITS REPORT

6.9.1.9 Core operating limits shall be established and documented in the CORE OPERATING LIMITS REPORT before each reload cycle or any remaining part of a reload cycle for the following:

a. Shutdown Margin K_{N-1} - Any CEA Withdrawn for Specification 3.1.1.2

b. Moderator Temperature Coefficient BOL and EOL limits for Specification 3.1.1.3

c. Boron Dilution Alarms for Specification 3.1.2.7

d. Movable Control Assemblies - CEA Position for Specification 3.1.3.1

e. Regulating CEA Insertion Limits for Specification 3.1.3.6

f. Part Length CEA Insertion Limits for Specification 3.1.3.7

g. Linear Heat Rate for Specification 3.2.1

h. Azimuthal Power Tilt - T_q for Specification 3.2.3

i. DNBR Margin for Specification 3.2.4

j. Axial Shape Index for Specification 3.2.7

6.9.1.10 The analytical methods used to determine the core operating limits shall be those previously reviewed and approved by the NRC in:

a. "CE Method for Control Element Assembly Ejection Analysis," CENPD-0190-A, January 1976 (Methodology for Specification 3.1.3.6, Regulating CEA Insertion Limits).

b. "The ROCS and DIT Computer Codes for Nuclear Design," CENPD-266-P-A, April 1983 (Methodology for Specifications 3.1.1.2, Shutdown Margin K_{N-1} - Any CEA Withdrawn; 3.1.1.3, Moderator Temperature Coefficient BOL and EOL limits and 3.1.3.6, Regulating CEA Insertion Limits).

c. "Safety Evaluation Report related to the Final Design of the Standard Nuclear Steam Supply Reference Systems CESSAR System 80, Docket No. STN 50-470, "NUREG-0852 (Novenber 1981), Supplements No. 1 (March 1983), No. 2 (September 1983), No. 3 (December 1987) (Methodology for Specifications 3.1.1.2, Shutdown Margin K_{N-1} - Any CEA Withdrawn; 3.1.1.3, Moderator Temperature Coefficient BOL and EOL limits; 3.1.2.7, Boron Dilution Alarms; 3.1.3.1, Movable Control Assemblies - CEA Position; 3.1.3.6, Regulating CEA Insertion Limits; 3.1.3.7, Part Length CEA Insertion Limits and 3.2.3 Azimuthal Power Tilt - T_q).

d. "Modified Statistical Combination of Uncertainties," CEN-356(V)-P-A Revision 01-P-A, May 1988 (Methodology for Specification 3.2.4, DNBR Margin and 3.2.7 Axial Shape Index).

and "System 80™ Inlet Flow Distribution," supplement 1P to Enclosure 1P to LD-82-054, February 1993

2.0 SAFETY LIMITS AND LIMITING SAFETY SYSTEM SETTINGS

2.1 SAFETY LIMITS

2.1.1 REACTOR CORE

DNBR

2.1.1.1 The calculated DNBR of the reactor core shall be maintained greater than or equal to ~~1.24.~~ 1.30

APPLICABILITY: MODES 1 and 2.

ACTION:

Whenever the calculated DNBR of the reactor has decreased to less than ~~1.24,~~ 1.30 be in HOT STANDBY within 1 hour, and comply with the requirements of Specification 6.7.

PEAK LINEAR HEAT RATE

2.1.1.2 The peak linear heat rate (adjusted for fuel rod dynamics) of the fuel shall be maintained less than or equal to 21 kW/ft.

APPLICABILITY: MODES 1 and 2.

ACTION:

Whenever the peak linear heat rate (adjusted for fuel rod dynamics) of the fuel has exceeded 21 kW/ft, be in HOT STANDBY within 1 hour, and comply with the requirements of Specification 6.7.

REACTOR COOLANT SYSTEM PRESSURE

2.1.2 The Reactor Coolant System pressure shall not exceed 2750 psia.

APPLICABILITY: MODES 1, 2, 3, 4, and 5.

ACTION:

MODES 1 and 2:

Whenever the Reactor Coolant System pressure has exceeded 2750 psia, be in HOT STANDBY with the Reactor Coolant System pressure within its limit within 1 hour, and comply with the requirements of Specification 6.7.

MODES 3, 4, and 5:

Whenever the Reactor Coolant System pressure has exceeded 2750 psia, reduce the Reactor Coolant System pressure to within its limit within 5 minutes, and comply with the requirements of Specification 6.7.

TABLE 2.2-1

REACTOR PROTECTIVE INSTRUMENTATION TRIP SETPOINT LIMITS

FUNCTIONAL UNIT	TRIP SETPOINT	ALLOWABLE VALUES
I. TRIP GENERATION		
A. Process		
1. Pressurizer Pressure - High	≤ 2383 psia	≤ 2388 psia
2. Pressurizer Pressure - Low	≥ 1837 psia (2)	≥ 1822 psia (2)
3. Steam Generator Level - Low	≥ 44.2% (4)	≥ 43.7% (4)
4. Steam Generator Level - High	≤ 91.0% (9)	≤ 91.5% (9)
5. Steam Generator Pressure - Low	≥ 919 psia (3)	≥ 912 psia (3)
6. Containment Pressure - High	≤ 3.0 psig	≤ 3.2 psig
7. Reactor Coolant Flow - Low		
a. Rate	≤ 0.115 psi/sec (6)(7)	≤ 0.118 psi/sec (6)(7)
b. Floor	≥ 11.9 psid(6)(7)	≥ 11.7 psid (6)(7)
c. Band	≤ 10.0 psid(6)(7)	≤ 10.2 psid (6)(7)
8. Local Power Density - High	≤ 21.0 kW/ft (5)	≤ 21.0 kW/ft (5)
9. DNBR - Low	≥ ~~1.24~~ (5) 1.30	≥ ~~1.24~~ (5) 1.30
B. Excore Neutron Flux		
1. Variable Overpower Trip		
a. Rate	< 10.6%/min of RATED THERMAL POWER (8)	< 11.0%/min of RATED THERMAL POWER (8)
b. Ceiling	< 110.0% of RATED THERMAL POWER (8)	< 111.0% of RATED THERMAL POWER (8)
c. Band	< 9.8% of RATED THERMAL POWER (8)	< 10.0% of RATED THERMAL POWER (8)

FOR INFORMATION ONLY

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 operation and design basis anticipated operational occurrences is limited to ~~1.24~~ 1.30 based upon a statistical combination of CE-1 CHF correlation and engineering factor uncertainties and is established as a Safety Limit. The DNBR limit of ~~1.24~~ 1.30 includes a rod bow compensation of 1.75% on DNBR.

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 by the CPC program.

[illegible]

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 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, 1974 Edition, Summer 1975 Addendum, of the ASME Code for Nuclear Power Plant Components which 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 Safety Limits of ~~1.24~~ 1.30 and 21 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.

To maintain the margins of safety assumed in the safety analyses, the calculations of the trip variables for the DNBR - Low and Local Power Density - High trips include the measurement, calculational and processor uncertainties and dynamic allowances as defined in the latest applicable revision of CEN-305-P, "Functional Design Requirements for a Core Protection Calculator" and CEN-304-P, "Functional Design Requirements for a Control Element Assembly Calculator."

FOR INFORMATION ONLY

BASES

DNBR - Low (Continued)

The DNBR, the trip variable, calculated by the CPC incorporates various uncertainties and dynamic compensation routines to assure a trip is initiated prior to violation of fuel design limits. These uncertainties and dynamic compensation routines ensure that a reactor trip occurs when the calculated core DNBR is sufficiently greater than ~~1.24~~ 1.30 such that the decrease in calculated core DNBR after the trip will not result in a violation of the DNBR Safety Limit. CPC uncertainties related to DNBR cover CPC input measurement uncertainties, algorithm modelling uncertainties, and computer equipment processing uncertainties. Dynamic compensation is provided in the CPC calculations for the effects of coolant transport delays, core heat flux delays (relative to changes in core power), sensor time delays, and protection system equipment time delays.

The DNBR algorithm used in the CPC is valid only within the limits indicated below and operation outside of these limits will result in a CPC initiated trip.

	Parameter	Limiting Value
a.	RCS Cold Leg Temperature-Low	≥ 470°F
b.	RCS Cold Leg Temperature-High	≤ 610°F
c.	Axial Shape Index-Positive	Not more positive than + 0.5
d.	Axial Shape Index-Negative	Not more negative than - 0.5
e.	Pressurizer Pressure-Low	≥ 1860 psia
f.	Pressurizer Pressure-High	≤ 2388 psia
g.	Integrated Radial Peaking Factor-Low	≥ 1.28
h.	Integrated Radial Peaking Factor-High	≤ 7.00
i.	Quality Margin-Low	≥ 0

Steam Generator Level - High

The Steam Generator Level - High trip is provided to protect the turbine from excessive moisture carry over. Since the turbine is automatically tripped when the reactor is tripped, this trip provides a reliable means for providing protection to the turbine from excesssive moisture carryover. This trip's setpoint does not correspond to a safety limit, and provides protection in the event of excess feedwater flow. The setpoint is identical to the main steam isolation setpoint. Its functional capability at the specified trip setting enhances the overall reliability of the reactor protection system.

CORE OPERATING LIMITS REPORT

6.9.1.9 Core operating limits shall be established and documented in the CORE OPERATING LIMITS REPORT before each reload cycle or any remaining part of a reload cycle for the following:

a. Shutdown Margin K_{N-1} - Any CEA Withdrawn for Specification 3.1.1.2

b. Moderator Temperature Coefficient BOL and EOL limits for Specification 3.1.1.3

c. Boron Dilution Alarms for Specification 3.1.2.7

d. Movable Control Assemblies - CEA Position for Specification 3.1.3.1

e. Regulating CEA Insertion Limits for Specification 3.1.3.6

f. Part Length CEA Insertion Limits for Specification 3.1.3.7

g. Linear Heat Rate for Specification 3.2.1

h. Azimuthal Power Tilt - T_q for Specification 3.2.3

i. DNBR Margin for Specification 3.2.4

j. Axial Shape Index for Specification 3.2.7

6.9.1.10 The analytical methods used to determine the core operating limits shall be those previously reviewed and approved by the NRC in:

a. "CE Method for Control Element Assembly Ejection Analysis," CENPD-0190-A, January 1976 (Methodology for Specification 3.1.3.6, Regulating CEA Insertion Limits).

b. "The ROCS and DIT Computer Codes for Nuclear Design," CENPD-266-P-A, April 1983 (Methodology for Specifications 3.1.1.2, Shutdown Margin K_{N-1} - Any CEA Withdrawn; 3.1.1.3, Moderator Temperature Coefficient BOL and EOL limits and 3.1.3.6, Regulating CEA Insertion Limits).

c. "Safety Evaluation Report related to the Final Design of the Standard Nuclear Steam Supply Reference Systems CESSAR System 80, Docket No. STN 50-470, "NUREG-0852 (Novenber 1981), Supplements No. 1 (March 1983), No. 2 (September 1983), No. 3 (December 1987) (Methodology for Specifications 3.1.1.2, Shutdown Margin K_{N-1} - Any CEA Withdrawn; 3.1.1.3, Moderator Temperature Coefficient BOL and EOL limits; 3.1.2.7, Boron Dilution Alarms; 3.1.3.1, Movable Control Assemblies - CEA Position; 3.1.3.6, Regulating CEA Insertion Limits; 3.1.3.7, Part Length CEA Insertion Limits and 3.2.3 Azimuthal Power Tilt - T_q).

d. "Modified Statistical Combination of Uncertainties," CEN-356(V)-P-A Revision 01-P-A, May 1988 (Methodology for Specification 3.2.4, DNBR Margin and 3.2.7 Axial Shape Index).

and "System 80™ Inlet Flow Distribution" Supplement 1-P to Enclosure 1-P to LD-82-054, February 1993