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LaSalle Generating Station
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ComEd

May 19, 2000

United States Nuclear Regulatory Commission
Attention: Document Control Desk
Washington, D.C. 20555

LaSalle County Station, Units 1 and 2
Facility Operating License Nos. NPF-11 and NPF-18
NRC Docket Nos. 50-373 and 50-374

Subject: 1999 Regulatory Commitment Change Summary Report

The 1999 commitment change summary for LaSalle County Station is enclosed. Revisions to docketed correspondence were processed using Nuclear Energy Institute's (NEI's) 99-04, Revision 0, "Guidelines for Managing NRC Commitment Changes", dated July 1999.

Should you have any questions concerning this letter, please contact Mr. Frank A. Spangenberg, III, Regulatory Assurance Manager, at (815) 357-6761, extension 2383.

Respectfully,

Charles G. Pardee
Site Vice President
LaSalle County Station

Attachment

cc: Regional Administrator - NRC Region III
NRC Senior Resident Inspector - LaSalle County Station

A001

Attachment
LaSalle County Station
Revised Commitment Summary for 1999

Commitment Revision Tracking No.	Date of Commitment Revision	Original Document	Original Commitment	Revised Commitment	Basis For Revision
99-001	5/13/99	LER 1-97-037-00	The load sequence time delay acceptance criteria in the Division 1 and 2 response time test procedures LTS-500-109(209) and LTS-500-110(210) shall be revised from "4.0 to 5.0 seconds" to "4.5 to 5.0 seconds."	The load sequence time delay acceptance criteria in the Division 1 and 2 response time test procedures LTS-500-109 (209) and LTS-500-110 (210) shall be revised from "4.0 to 5.0 seconds" to "4.5 to 5.5 seconds."	Correct typographical error in LER to 5.0 seconds +/- 10% (4.5 to 5.5 seconds) consistent with UFSAR Section 7.3.1.2.4.3 and Tech Spec 4.8.1.1.2.d.12.
99-002	7/9/99	LER 1-99-001-00	To identify and implement a solution to the single failure issue created by the exhaust air shaft damper, and to evaluate the potential of failure induced pressurization of the areas adjacent to the control room and the AEER, by July 9, 1999.	To identify and implement a solution to the single failure issue created by the exhaust air shaft damper, and to evaluate the potential of failure induced pressurization of the areas adjacent to the control room and the AEER.	Identification and implementation of a solution to the single failure issue created by the exhaust air shaft damper is currently scheduled to be complete by the end of 2000. The evaluation of potential failure induced pressurization of the areas adjacent to the control room and the AEER was completed on March 10, 2000.