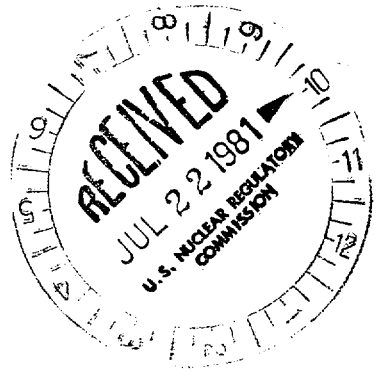
Docket File

Docket Nos. 50-254
and 50-265

JUL 17 1981



Mr. J. S. Abel
Director of Nuclear Licensing
Commonwealth Edison Company
P. O. Box 767
Chicago, Illinois 60690

Dear Mr. Abel:

By Amendment Nos. 72 and 65 to Facility Operating License Nos. DPR-29 and DPR-30, dated June 25, 1981, for the Quad Cities Station Units 1 and 2, we inadvertantly omitted a few changes that were incorporated into the Technical Specifications by previous license amendments.

Therefore, corrected pages 1.0-2 and 3.12 /4.12-5 for both Quad Cities 1 and 2 are enclosed. Pages 1.02 and 3.12/4.12-5 for Quad Cities 1 replaces pages 1.0-2 and 3.12/4.12-5 issued as part of Amendment No. 72, while pages 1.02 and 3.12/4.12-5 for Quad Cities 2 replaces pages 1.0-2 and 3.12/4.12-5 issued as part of Amendment No. 65.

We regret any inconvenience caused by this administrative error.

Sincerely,

Philip G. Polk for

Thomas A. Ippolito, Chief
Operating Reactors Branch #2
Division of Licensing

Enclosures:
1. Pages 1.02 and 3.12/4.12-5 for Quad Cities 1, DPR-29
2. Pages 1.02 and 3.12/4.12-5 for Quad Cities 2, DPR-30

cc: w/enclosures:
See page 2

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OFFICE	ORB#2	ORB#2	ORB#2	ORB#2			
SURNAME	S. Norris	T. Alexion	R. Bevan	T. Ippolito			
DATE	7/17/81	7/17/81	7/17/81	7/17/81			

NRC FORM 318 (10/80) NRCM 0240 **OFFICIAL RECORD COPY** ☆ USGPO: 1980—329-824

Mr. J. S. Abel
Commonwealth Edison Company

cc:

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Mr. Marcel DeJaegher, Chairman
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Rock Island County Court House
Rock Island, Illinois 61201

U. S. Environmental Protection Agency
Federal Activities Branch
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Chicago, Illinois 60604

Susan N. Sekuler
Assistant Attorney General
Environmental Control Division
188 W. Randolph Street
Suite 2315
Chicago, Illinois 60601

H. **Limiting Conditions for Operation (LCO)** - The limiting conditions for operation specify the minimum acceptable levels of system performance necessary to assure safe startup and operation of the facility. When these conditions are met, the plant can be operated safely and abnormal situations can be safely controlled.

I. **Limiting Safety System Setting (LSSS)** - The limiting safety system settings are settings on instrumentation which initiate the automatic protective action at a level such that the safety limits will not be exceeded. The region between the safety limit and these settings represents margin, with normal operation lying below these settings. The margin has been established so that with proper operation of the instrumentation, the safety limits will never be exceeded.

K. Logic System Functional Test - A logic system functional test means a test of all relays and contacts of a logic circuit from sensor to activated device to ensure all components are operable per design intent. Where possible, action will go to completion; i.e., pumps will be started and valves opened.

L. **Modes of Operation** - A reactor mode switch selects the proper interlocking for the operating or shutdown condition of the plant. Following are the modes and interlocks provided:

1. Shutdown - In this position, a reactor scram is initiated, power to the control rod drives is removed, and the reactor protection trip systems have been deenergized for 10 seconds prior to permissive for manual reset.

2. Refuel - In this position, interlocks are established so that one control rod only may be withdrawn when flux amplifiers are set at the proper sensitivity level and the refueling crane is not over the reactor. Also, the trips from the turbine control valves, turbine stop valves, main steam isolation valves, and condenser vacuum are bypassed. If the refueling crane is over the reactor, all rods must be fully inserted and none can be withdrawn.

3. Startup/Hot Standby - In this position, the reactor protection scram trips, initiated by condenser low vacuum and main steamline isolation valve closure, are bypassed, the low pressure main steamline isolation valve closure trip is bypassed, and the reactor protection system is energized, with IRM and APRM neutron monitoring system trips and control rod withdrawal interlocks in service.

4. Run - In this position the reactor system pressure is at or above 825psig, and the reactor protection system is energized, with APRM protection and RMB interlocks in service (excluding the 15% high flux scram).

M. Operable - A system, subsystem, train, component, or device shall be operable when it is capable of performing its specified function(s). Implicit in this definition shall be the assumption that all necessary attendant instrumentation, controls, normal and emergency electrical power sources, cooling or seal water, lubrication or other auxiliary equipment that are required for the system, subsytten, train, component or device to perform its function(s) are also capable of performing their related support function(s).

N. Operating - Operating means that a system, subsystem, train, component or device is performing its intended functions in its required manner.

O. **Operating Cycle** - Interval between the end of one refueling outage for a particular unit and the end of the next subsequent refueling outage for the same unit.

P. **Primary Containment Integrity** - Primary containment integrity means that the drywell and pressure suppression chamber are intact and all of the following conditions are satisfied:

1. All manual containment isolation valves on lines connecting to the reactor coolant system or containment which are not required to be open during accident conditions are closed.

2. With one or more penetration fire barriers not intact, establish a continuous fire watch on at least one side of the affected penetration within 1 hour if the area on either side of the affected penetration contains equipment required to be operable.

3. The provisions of Specification 3.0.A are not applicable.

G. Fire Pump Diesel Engine

1. The Fire Pump Diesel Engine shall be operable as specified in 3.12.B.1.a and 3.12.B.1.b.

a. At least once per operating cycle, and

b. Prior to declaring a penetration fire barrier functional following repairs or maintenance.

G. Fire Pump Diesel Engine

1. The fire pump diesel starting 24-volt battery bank and charger shall be demonstrated OPERABLE:

a. At least once per 7 days by verifying that:

(1) The electrolyte level of each battery is above the plates, and

(2) The overall battery voltage is $\geq$ 24 volts.

b. At least once per 92 days by verifying that the specific gravity is appropriate for continued service of battery.

c. At least once per 18 months by verifying that:

(1) The batteries, cell plates and battery racks show no visual indication of physical damage or abnormal deterioration, and

(2) The battery-to-battery and terminal connections are clean, tight, free of corrosion and coated with anti-corrosion material.

2. The fire pump diesel engine shall be demonstrated OPERABLE:

a. At least once per 31 days by verifying:

(1) The fuel storage day tank contains at least 150 gallons of fuel, and

(2) The diesel starts from ambient conditions and operates for at least 20 minutes.

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