

January 25, 2007

Mr. Christopher M. Crane  
President and Chief Nuclear Officer  
Exelon Generation Company, LLC  
4300 Winfield Road  
Warrenville, IL 60555

SUBJECT: QUAD CITIES NUCLEAR POWER STATION, UNITS 1 AND 2 - REQUEST  
FOR ADDITIONAL INFORMATION RELATED TO GENERIC LETTER 2003-01,  
"CONTROL ROOM HABITABILITY" (TAC NOS. MB9845 AND MB9846)

Dear Mr. Crane:

By letter to the Nuclear Regulatory Commission (NRC) dated December 9, 2003, Exelon Generation Company, LLC submitted a letter responding to Generic Letter 2003-01, "Control Room Habitability," for the Quad Cities Nuclear Power Station, Units 1 and 2. The NRC staff is reviewing this response, and has determined that additional information is required to complete the review. The specific information requested is addressed in the enclosure to this letter. During a discussion with your staff on January 8, 2007, it was agreed that you would provide a response by March 9, 2007.

If you have questions regarding this topic, or if circumstances result in the need to revise the requested response date, please contact me at (301) 415-1470.

Sincerely,

*/RA/*

Joseph F. Williams, Senior Project Manager  
Plant Licensing Branch III-2  
Division of Operating Reactor Licensing  
Office of Nuclear Reactor Regulation

Docket Nos. 50-254 and 50-265

Enclosure:  
Request for Additional Information

cc w/encl: See next page

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REQUEST FOR ADDITIONAL INFORMATION

QUAD CITIES NUCLEAR POWER STATION, UNITS 1 AND 2

DOCKET NOS. 50-254 AND 50-265

Generic Letter (GL) 2003-01 requested confirmation that your facility's control room meets the applicable habitability regulatory requirements and that the control room habitability systems are designed, constructed, configured, operated, and maintained in accordance with the facility's design and licensing bases. GL 2003-01, Item 1a, requested that you confirm that the most limiting unfiltered inleakage into your control room envelope is no more than the value assumed in your design basis radiological analyses for control room habitability.

In your December 9, 2003 (Agencywide Document Access and Management System Accession No. ML033560302), response, you stated that in the event of a loss-of-coolant accident (LOCA), Train "B" is operated and its supply of outside air is filtered by the air filtration unit. You further stated that during a LOCA, Train "B" the heating, ventilation, and air conditioning (HVAC) system will operate. A review of your updated final safety analysis report (UFSAR) (Rev. 6, 10/2001) stated that in the event of a LOCA, Train "A" or Train "B" is operated and its supply of outdoor air is filtered by an air filtration unit.

In your December 9, 2003, response, you also stated that the tested unfiltered inleakage for Train "A" is 297 cubic feet per minute (cfm) (222 +/- 75), which is more than the unfiltered inleakage of 260 cfm assumed in your LOCA radiological analysis. You further stated that the tested inleakage for Train "B" was 88 CFM (88 +/-74) which was less than that value. Since your response to GL 2003-01 was submitted, an amendment was issued for Quad Cities Nuclear Power Station, Units 1 and 2 (Quad Cities) to adopt alternate source term methodology which increases the assumed unfiltered inleakage from 260 cfm to 400 cfm which now bounds the previous tracer gas test results for both Train "A" and Train "B".

In your December 9, 2003 response, you infer that Train "B" is redundant to Train "A" by stating that "...Quad Cities committed to install a redundant control room HVAC system (Train "B"). You further state that Train "A" is non-safety related and that Train "B" is safety related.

Based on the above, we are requesting that you provide the following additional information:

1. The reason why your response to GL 2003-01 differed from the information contained in your UFSAR. Since your UFSAR states that Train "A" or Train "B" can be operated during a LOCA, explain why in your response to Quad Cities GL 2003-01, you only indicated that Train "B" would operate during a LOCA.
2. An explanation of how you concluded that "the most limiting measured unfiltered inleakage is bounded by the value assumed in the design basis radiological analyses for control room habitability" when the tracer gas test results for Train "A" were higher than that assumed value and your UFSAR states that Train "A" or Train "B" can be operated during a LOCA.

Enclosure