

ATTACHMENT 1

PROPOSED TECHNICAL SPECIFICATION

CHANGES TO DPR - 19 and 25.

FOR DRESDEN UNITS 2 and 3

1672K

8605220197 860514
PDR ADCK 05000237
P PDR

3.9 LIMITING CONDITION FOR OPERATION

AUXILIARY ELECTRICAL SYSTEMS

Applicability:

Applies to the auxiliary electrical power system.

Objective:

To assure an adequate supply of electrical power during plant operation.

Specification:

- A. The reactor shall not be made critical unless all the following requirements are satisfied:
1. One 138 KV line, associated switchgear, and the reserve auxiliary power transformer capable of carrying power to Unit 2 shall be available.
 2. The Dresden 2 diesel generator and the Unit 2/3 diesel generator shall be operable.
 3. One 345 KV line from Unit 3 capable of carrying auxiliary power to an essential electrical bus of Unit 2 through the 4160 volt bus tie shall be available.

4.9 SURVEILLANCE REQUIREMENT

AUXILIARY ELECTRICAL SYSTEMS

Applicability:

Applies to the periodic testing requirements of the auxiliary electrical system.

Objective:

Verify the operability of the auxiliary electrical system.

Specification:

- A. Station Batteries
1. Every week the specific gravity, voltage and temperature of the pilot cell and overall battery voltage shall be measured.
 2. Every three months the measurements shall be made of voltage of each cell to nearest 0.01 volt, specific gravity of each cell, and temperature of every fifth cell.
 3. Every refueling outage, the unit's batteries shall be subjected to a rated load discharge test. Determine specific gravity and voltage of each cell after the discharge.

3.9 LIMITING CONDITION FOR OPERATION
(Cont'd.)

4.9 SURVEILLANCE REQUIREMENT
(Cont'd.)

If this specification has been complied with for a particular battery for Dresden Unit 3, it shall not be required for Dresden Unit 2.

4. (a) 4160 volt buses
23-1 and 24-1 are energized.
- (b) 480 volt buses
28 and 29 are energized.
5. The unit 24/48 volt batteries, the two station 125 volt batteries and the two station 250 volt batteries and a battery charger for each required battery are operable.

B. Except when the reactor is in the Cold Shutdown or Refueling modes with the head off, the availability of electric power shall be as specified in 3.9.A, except as specified in 3.9.B.1, 3.9.B.2, and 3.9.B.3.

B. N/A

1. From and after the date that incoming power is available from only one of the lines specified in 3.9.A reactor operation is

3.9 LIMITING CONDITION FOR OPERATION
(Cont'd.)

4.9 SURVEILLANCE REQUIREMENT
(Cont'd.)

permissible only during the succeeding seven days unless the second line is sooner placed in service providing both the Unit 2 and Unit 2/3 emergency diesel generators are operable. From and after the date that incoming power is not available from any line, reactor operation is permissible providing both the Unit 2 and Unit 2/3 emergency diesel generators are operating and all core and containment cooling systems are operable and the NRC is notified within 24 hours of the situation, the precautions to be taken during this situation, and the plans for prompt restoration of incoming power.

2. From and after the date that one of the diesel generators and/or its associated bus is made or found to be inoperable for any reason, reactor operation is permissible according to Specification 3.5/4.5.F and 3.9.D only during the succeeding seven days unless such diesel generator and/or bus is sooner made

3.9 LIMITING CONDITION FOR OPERATION
(Cont'd.)

operable, provided that during such seven days the operable diesel generator shall be demonstrated to be operable at least once each day and two off-site lines as specified in 3.9.A. are available.

3. From and after the date that one of the two 125 or 250V battery systems is made or found to be inoperable, except as specified in 3.9.B.4a or b, Unit shutdown shall be initiated within 2 hours and the unit shall be in cold shutdown in 24 hours unless the failed battery can be sooner made operable.
4. a. Each 125 or 250 volt battery may be inoperable for a maximum of 7 days per operating cycle for maintenance and testing.
- b. If it is determined that a battery need be replaced as a result of maintenance or testing, a specific battery may be inoperable for an additional 7 days per operating cycle.

4.9 SURVEILLANCE REQUIREMENT
(Cont'd.)

3.9 LIMITING CONDITION FOR OPERATION BASES

- A. The general objective of this Specification is to assure an adequate source of electrical power to operate the auxiliaries during plant operation, to operate facilities to cool and lubricate the plant during shutdown, and to operate the engineered safeguards following an accident. There are three sources of electrical energy available; namely, the 138 KV transmission system, the diesel generators, and the 345 KV transmission system through the 4160 volt bus tie.

The d-c supply is required for control and motive power for switchgear and engineered safety features. The electrical power required provides for the maximum availability of power; i.e., one active off-site source and a back-up source of off-site power and the maximum amount of on-site sources.

- B. Auxiliary power for Unit 2 is supplied from two sources, either the Unit 2 auxiliary transformer or the Unit 2 reserve auxiliary transformer. Both of these transformers are sized to carry 100% of the auxiliary load. If the reserve auxiliary transformer is lost, the unit can continue to run for 7 days since the unit auxiliary transformer is available and both diesel generators are operational. A reduced period is provided since if an accident occurs during this period, the unit would trip and power to the unit auxiliary transformer would be lost and the diesels would be the only source of power.

In the normal mode of operation the 138 KV system is operating and two diesel generators are operational. One diesel generator may be allowed out of service based on the availability of power to the 138 KV switchyard, a source of power available from the 345 KV system through a 4160 volt bus tie and the fact that one diesel carries sufficient engineered safeguards equipment to cover all breaks. Off-site power is quite reliable. In the last 25 years there has only been one instance in which all off-site power was lost at a Commonwealth Edison generating station.

Two battery chargers are supplied for each of the 125 volt batteries, while for the 250 volt system a battery charger is supplied for each battery and a third battery charger acts as a shared unit. Thus, on loss of a battery charger, another battery charger is available. Since an alternate charger is available, one battery charger per unit for the 125 volt and one battery charger overall for the 250 volt battery system can be out of service for thirty days. The system becomes inoperable whenever there is a loss of the battery or loss of both chargers for that system and a battery voltage of 105 volts for the 125 or 210 volts for the 250 volt batteries.

3.9 LIMITING CONDITION FOR OPERATION

AUXILIARY ELECTRICAL SYSTEMS

Applicability:

Applies to the auxiliary electrical power system.

Objective:

To assure an adequate supply of electrical power during plant operation.

Specification:

- A. The reactor shall not be made critical unless all the following requirements are satisfied:
1. One 345 KV line, associated switchgear, and the reserve auxiliary power transformer capable of carrying power to Unit 3 shall be available.
 2. The Dresden 3 diesel generator and the Unit 2/3 diesel generator shall be operable.
 3. One 138 KV line from Unit 2 capable of carrying auxiliary power to an essential electrical bus of Unit 3 through the 4160 volt bus tie shall be available.

4.9 SURVEILLANCE REQUIREMENT

AUXILIARY ELECTRICAL SYSTEMS

Applicability:

Applies to the periodic testing requirements of the auxiliary electrical system.

Objective:

Verify the operability of the auxiliary electrical system.

Specification:

- A. Station Batteries
1. Every week the specific gravity, voltage and temperature of the pilot cell and overall battery voltage shall be measured.
 2. Every three months the measurements shall be made of voltage of each cell to nearest 0.01 volt, specific gravity of each cell, and temperature of every fifth cell.
 3. Every refueling outage, the unit's batteries shall be subjected to a rated load discharge test. Determine specific gravity and voltage of each cell after the discharge.

3.9 LIMITING CONDITION FOR OPERATION
(Cont'd.)

4. (a) 4160 volt buses
33-1 and 34-1 are
energized.
- (b) 480 volt buses
38 and 39 are
energized.

5. The unit 24/48 volt
batteries, the two
station 125 volt
batteries and the two
station 250 volt
batteries and a battery
charger for each
required battery are
operable.

B. Except when the reactor
is in the Cold Shutdown or
Refueling modes with the
head off, the availability
of electric power shall be
as specified in 3.9.A,
except as specified in
3.9.B.1, 3.9.B.2, and
3.9.B.3.

1. From and after the date
that incoming power is
available from only one
of the lines specified
in 3.9.A., reactor
operation is permissible
only during the
succeeding seven days
unless the second line
is sooner placed in
service providing both
the Unit 3 and Unit 2/3
emergency diesel
generators are
operable. From and
after the date that
incoming power is not
available from any
line, reactor operation

4.9 SURVEILLANCE REQUIREMENT
(Cont'd.)

B. N/A

3.9 LIMITING CONDITION FOR OPERATION
(Cont'd.)

is permissible providing both the Unit 3 and Unit 2/3 emergency diesel generators are operating and all core and containment cooling systems are operable and the NRC is notified within 24 hours of the situation, the precautions to be taken during this situation, and the plans for prompt restoration of incoming power.

2. a. From and after the date that one of the diesel generators and/or its associated bus is made or found to be inoperable for any reason, except as specified in Specification 3.9.B.2.b below, reactor operation is permissible according to Specification 3.5/4.5.F and 3.9.D only during the succeeding seven days unless such diesel generator and/or bus is sooner made operable, provided that during such seven days the operable diesel generator shall be demonstrated to be operable at least once each day and two off-site lines as specified in 3.9.A. are available.

4.9 SURVEILLANCE REQUIREMENT
(Cont'd.)

3.9 LIMITING CONDITION FOR OPERATION
(Cont'd.)

4.9 SURVEILLANCE REQUIREMENT
(Cont'd.)

b. Specification 3.9.B.2.a shall not apply when a diesel generator has been made inoperable for a period not to exceed 1-1/2 hours for the purpose of conducting preventative maintenance. Additionally, preventative maintenance shall not be undertaken unless two offsite lines are available and the alternate diesel generator has been demonstrated to be operable.

3. From and after the date that one of the two 125 or 250V battery systems is made or found to be inoperable, except as specified in 3.9.B.4.a or b, Unit shutdown shall be initiated within 2 hours and the unit shall be in cold shutdown in 24 hours unless the failed battery can be sooner made operable.

4. a. Each 125 or 250 volt battery may be inoperable for a maximum of 7 days per operating cycle for maintenance and testing.

3.9 LIMITING CONDITION FOR OPERATION BASES

- A. The general objective of this Specification is to assure an adequate source of electrical power to operate the auxiliaries during plant operation, to operate facilities to cool and lubricate the plant during shutdown, and to operate the engineered safeguards following an accident. There are three sources of electrical energy available; namely, the 345 KV transmission system, the diesel generators, and the 138 KV transmission system through the 4160 volt bus tie.

The d-c supply is required for control and motive power for switchgear and engineered safety features. The electrical power required provides for the maximum availability of power; i.e., one active off-site source and a back-up source of off-site power and the maximum amount of on-site sources.

- B. Auxiliary power for Unit 3 is supplied from two sources, either the Unit 3 auxiliary transformer or the Unit 3 reserve auxiliary transformer. Both of these transformers are sized to carry 100% of the auxiliary load. If the reserve auxiliary transformer is lost, the unit can continue to run for 7 days since the unit auxiliary transformer is available and both diesel generators are operational. A reduced period is provided since if an accident occurs during this period, the unit would trip and power to the unit auxiliary transformer would be lost and the diesels would be the only source of power.

In the normal mode of operation the 345 KV system is operating and two diesel generators are operational. One diesel generator may be allowed out of service based on the availability of power to the 345 KV switchyard, a source of power available from the 138 KV system through a 4160 volt bus tie and the fact that one diesel carries sufficient engineered safeguards equipment to cover all breaks. Off-site power is quite reliable. In the last 25 years there has only been one instance in which all off-site power was lost at a Commonwealth Edison generating station.

Two battery chargers are supplied for each of the 125 volt batteries, while for the 250 volt system a battery charger is supplied for each battery and a third battery charger acts as a shared unit. Thus, on loss of a battery charger, another battery charger is available. Since an alternate charger is available, one battery charger per unit for the 125 volt and one battery charger overall for the 250 volt battery system can be out of service for thirty days. The system becomes inoperable whenever there is a loss of the battery or loss of both chargers for that system and a battery voltage of 105 volts for the 125 or 210 volts for the 250 volt batteries.

ATTACHMENT 2

PROPOSED TECHNICAL SPECIFICATION

CHANGES TO DPR - 29 and 30

FOR QUAD CITIES UNITS 1 and 2

3.9/4.9 AUXILIARY ELECTRICAL SYSTEMS

LIMITING CONDITIONS FOR OPERATION

Applicability:

Applies to the auxiliary electrical power system.

Objective:

To assure an adequate supply of electrical power during plant operation.

SURVEILLANCE REQUIREMENTS

Applicability:

Applies to the periodic testing requirement of the auxiliary electrical system.

Objective:

To verify the operability of the auxiliary electrical system

SPECIFICATIONS

A. Normal and Emergency A-C Auxiliary Power

The reactor shall not be made critical unless all the following requirements are satisfied.

1. The Unit diesel generator and the Unit 1/2 diesel generator shall be operable.

2. One 345-kV line, associated switchgear, and the reserve auxiliary power transformer capable of carrying power

A. Normal and emergency A-C Auxiliary Power

1. a. Each diesel generator shall be manually started and loaded once each month to demonstrate operational readiness. The test shall continue until both the diesel engine and the generator are at equilibrium conditions of temperature while full load output is maintained.

- b. During the monthly generator test, the diesel-starting air compressor shall be checked for operation and its ability to recharge air receivers.

- c. During the monthly generator test, the diesel fuel oil transfer pumps shall be operated.

2. The status of the 345-kV lines, associated switchgear, and the reserve auxiliary power transformer shall be

to the unit shall be available.

3. One other 345-kV line and unit reserve aux transformer capable of carrying auxiliary power to an essential electrical bus of the unit through the 4160-volt bus tie shall be available.
4. a. The Unit engineered safety features 4160- volt buses (13-1 and 14-1, Unit 1; 23-1 and 24-1, Unit 2) are energized.
b. The Unit engineered safety features 480- volt buses (18 and 19, Unit 1; 28 and 29, Unit 2) are energized.

B. Station Batteries

The unit 24/48-volt batteries, two station 125-volt batteries, the two station 250-volt batteries, and a battery charger for each required battery shall be operable before the reactor can be made critical.

C. Electric Power Availability

Whenever the reactor is in the Run mode or for startup from a hot shut-down condition, the availability of electric power shall be as specified in Specifications 3.9.A and 3.9.B except as stated in Specifications 3.9.C.1, 3.9.C.2, 3.9.C.3, and 3.9.E.

1. From and after the date that incoming power is available from only one of the lines specified in 3.9.A, continued reactor operation is permissible only during the succeeding 7 days

checked daily.

3. The status of the additional source of power via the 4160-volt bus tie shall be checked daily.
4. The Unit engineered safety features 4160-volt and 480-volt buses shall be checked daily.

B. Station Batteries

1. Every week the specific gravity and voltage of the pilot cell, the temperature of adjacent cell, and overall battery voltage shall be measured.
2. Every 3 months the measurement shall be made of the voltage of each cells to the nearest 0.01 volt, the specific gravity of each cells, and the temperature of every fifth cell.
3. Every refueling outage, the station batteries shall be subjected to a rate load discharge test. Specific gravity and voltage of each cell shall be determined after the discharge.

C. Electric Power Availability

The availability status of electric power shall be checked daily.

unless the second line is sooner placed in service, providing both the Unit and Unit 1/2 emergency diesel generators are operable.

2. From and after the date the incoming power is not available from any line, continued reactor operation is permissible providing both the Unit and Unit 1/2 emergency diesel generators are operating, all core and containment cooling systems are operable, reactor power level is reduced to 40% of rated, and the NRC is notified within 24 hours of the situation; the precautions to be taken during this period, and the plans for prompt restoration of incoming power.
3. From and after the date that one of the two 125/250-volt battery systems is made or found to be inoperable for any reason, continued reactor operation is permissible only during the succeeding 3 days unless such battery system is sooner made operable.

D. Diesel Fuel

There shall be a minimum of 10,000 gallons of diesel fuel supply on site for each diesel generator.

E. Diesel-Generator Operability

1. Whenever the reactor is in the Startup/Hot Standby or Run mode and the unit or shared diesel generators and/or their respective associated buses are made or found to be inoperable for any reason, except as specified in Specification 3.9.E.2 below, continued reactor operation is permissible only during the succeeding 7 days provided that all of the low-pressure core cooling and all loops of the containment cooling mode of the RHR system associated with the operable diesel generator shall be operable, and two offsite lines as specified in 3.9.A are available. If this requirement cannot be met, an orderly shutdown shall be initiated and the

D. Diesel Fuel

Once a month the quantity of diesel fuel available shall be logged.

Once a month a sample of diesel fuel shall be checked for quality.

E. Diesel-Generator Operability

1. When it is determined that either the unit or shared diesel generator is inoperable, all low-pressure core cooling systems and all loops of the containment cooling modes of the RHR system associated with the operable diesel generator shall be demonstrated to be operable immediately and daily thereafter. The operable diesel generator shall be demonstrated to be operable immediately and daily thereafter.
2. During each refueling outage, a simulated loss of off-site power in conjunction with an ECCS initiation signal test shall be performed on the 4160 volt emergency bus by:

reactor shall be in the cold shutdown condition within 24 hours.

2. Specification 3.9.E.1 shall not apply when a diesel generator has been made inoperable for a period not to exceed 1-1/2 hours for the purpose of conducting preventative maintenance. Additionally, preventative maintenance shall not be undertaken unless two off-site lines as specified in 3.9.A are available and the alternate diesel generator has been demonstrated to be operable.
3. When the reactor is in the Cold Shutdown or Refueling mode, a minimum of one diesel generator (either the Unit diesel generator or the Unit 1/2 diesel generator) shall be operable whenever any work is being done which has the potential for draining the vessel, secondary containment is required, or a core or containment cooling system is required.

F. REACTOR PROTECTION BUS POWER MONITORING SYSTEM

1. Two RPS electric power monitoring channels for each inservice RPS MG set or inservice alternate power source shall be OPERABLE except when the reactor is in the SHUTDOWN mode.
2.
 - a. With one RPS electric power monitoring channel for an inservice RPS MG set or inservice alternate power source inoperable, restore the inoperable channel to OPERABLE status within 72 hours or remove the associated RPS MG set or alternate power source from service.
 - b. With both RPS electric power monitoring channels for an inservice RPS MG set or inservice alternate power source inoperable, restore at least one channel to OPERABLE status within 30 minutes, or remove the associated RPS MG set or alternate power source from service.

- a. Verifying de-energization of the emergency buses, and load shedding from the emergency buses.
- b. Verifying the diesel starts from ambient condition on the auto-start signal, energizes the emergency buses with permanently connected loads, energizes the auto-connected emergency loads through the load sequencer, and operates for greater than 5 minutes while its generator is loaded with the emergency loads.

F. REACTOR PROTECTION BUS POWER MONITORING SYSTEM

1. The RPS Bus power monitoring system instrumentation shall be determined OPERABLE:
 - a. At least once per 6 months by performing a channel functional test, and
 - b. At least once per operating cycle by demonstrating the operability of overvoltage, undervoltage, and underfrequency protective instrumentation by performance of a channel calibration including simulated automatic activation of the protective relays, tripping logic, and output circuit breakers, and verifying the following setpoints:
 - (1) overvoltage 126.5 V = 2.5%
Min. 123.3 V
Max. 129.6 V
 - (2) undervoltage 108 V = 2.5%
Min. 105.3 V
Max. 110.7 V
 - (3) underfrequency 56.0 Hz \pm 1%
of 60 Hz
Min. 55.4 Hz
Max. 56.6 Hz

3.9/4.9 AUXILIARY ELECTRICAL SYSTEMS

LIMITING CONDITIONS FOR OPERATION

Applicability:

Applies to the auxiliary electrical power system.

Objective:

To assure an adequate supply of electrical power during plant operation.

SURVEILLANCE REQUIREMENTS

Applicability:

Applies to the periodic testing requirement of the auxiliary electrical system.

Objective:

To verify the operability of the auxiliary electrical system

SPECIFICATIONS

A. Normal and Emergency A-C Auxiliary Power

The reactor shall not be made critical unless all the following requirements are satisfied.

1. The Unit diesel generator and the Unit 1/2 diesel generator shall be operable.

2. One 345-kV line, associated switchgear, and the reserve auxiliary power transformer capable of carrying power

A. Normal and emergency A-C Auxiliary Power

1. a. Each diesel generator shall be manually started and loaded once each month to demonstrate operational readiness. The test shall continue until both the diesel engine and the generator are at equilibrium conditions of temperature while full load output is maintained.

- b. During the monthly generator test, the diesel-starting air compressor shall be checked for operation and its ability to recharge air receivers.

- c. During the monthly generator test, the diesel fuel oil transfer pumps shall be operated.

2. The status of the 345-kV lines, associated switchgear, and the reserve auxiliary power transformer shall be

to the unit shall be available.

3. One other 345-kV line and unit reserve aux transformer capable of carrying auxiliary power to an essential electrical bus of the unit through the 4160-volt bus tie shall be available.
4. a. The Unit engineered safety features 4160-volt buses (13-1 and 14-1, Unit 1; 23-1 and 24-1, Unit 2) are energized.
b. The Unit engineered safety features 480-volt buses (18 and 19, Unit 1; 28 and 29, Unit 2) are energized.

B. Station Batteries

The unit 24/48-volt batteries, two station 125-volt batteries, the two station 250-volt batteries, and a battery charger for each required battery shall be operable before the reactor can be made critical.

C. Electric Power Availability

Whenever the reactor is in the Run mode or for startup from a hot shutdown condition, the availability of electric power shall be as specified in Specifications 3.9.A and 3.9.B except as stated in Specifications 3.9.C.1, 3.9.C.2, 3.9.C.3, and 3.9.E.

1. From and after the date that incoming power is available from only one of the lines specified in 3.9.A, continued reactor operation is permissible only during the succeeding 7 days

checked daily.

3. The status of the additional source of power via the 4160-volt bus tie shall be checked daily.
4. The Unit engineered safety features 4160-volt and 480-volt buses shall be checked daily.

B. Station Batteries

1. Every week the specific gravity and voltage of the pilot cell, the temperature of adjacent cell, and overall battery voltage shall be measured.
2. Every 3 months the measurement shall be made of the voltage of each cells to the nearest 0.01 volt, the specific gravity of each cells, and the temperature of every fifth cell.
3. Every refueling outage, the station batteries shall be subjected to a rate load discharge test. Specific gravity and voltage of each cell shall be determined after the discharge.

C. Electric Power Availability

The availability status of electric power shall be checked daily.

unless the second line is sooner placed in service, providing both the Unit and Unit 1/2 emergency diesel generators are operable.

2. From and after the date the incoming power is not available from any line, continued reactor operation is permissible providing both the Unit and Unit 1/2 emergency diesel generators are operating, all core and containment cooling systems are operable, reactor power level is reduced to 40% of rated, and the NRC is notified within 24 hours of the situation, the precautions to be taken during this period, and the plans for prompt restoration of incoming power.
3. From and after the date that one of the two 125/250-volt battery systems is made or found to be inoperable for any reason, continued reactor operation is permissible only during the succeeding 3 days unless such battery system is sooner made operable.

D. Diesel Fuel

There shall be a minimum of 10,000 gallons of diesel fuel supply on site for each diesel generator.

E. Diesel-Generator Operability

1. Whenever the reactor is in the Startup/Hot Standby or Run mode and the unit or shared diesel generators and/or their respective associated buses are made or found to be inoperable for any reason, except as specified in Specification 3.9.E.2 below, continued reactor operation is permissible only during the succeeding 7 days provided that all of the low-pressure core cooling and all loops of the containment cooling mode of the RHR system associated with the operable diesel generator shall be operable, and two offsite lines as specified in 3.9.A are available. If this requirement cannot be met, an orderly shutdown shall be initiated and the

D. Diesel Fuel

Once a month the quantity of diesel fuel available shall be logged.

Once a month a sample of diesel fuel shall be checked for quality.

E. Diesel-Generator Operability

1. When it is determined that either the unit or shared diesel generator is inoperable, all low-pressure core cooling systems and all loops of the containment cooling modes of the RHR system associated with the operable diesel generator shall be demonstrated to be operable immediately and daily thereafter. The operable diesel generator shall be demonstrated to be operable immediately and daily thereafter.
2. During each refueling outage, a simulated loss of off-site power in conjunction with an ECCS initiation signal test shall be performed on the 4160 volt emergency bus by:

reactor shall be in the cold shutdown condition within 24 hours.

2. Specification 3.9.E.1 shall not apply when a diesel generator has been made inoperable for a period not to exceed 1-1/2 hours for the purpose of conducting preventative maintenance. Additionally, preventative maintenance shall not be undertaken unless two off-site lines as specified in 3.9.A are available and the alternate diesel generator has been demonstrated to be operable.
3. When the reactor is in the Cold Shutdown or Refueling mode, a minimum of one diesel generator (either the Unit diesel generator or the Unit 1/2 diesel generator) shall be operable whenever any work is being done which has the potential for draining the vessel, secondary containment is required, or a core or containment cooling system is required.

F. REACTOR PROTECTION BUS POWER MONITORING SYSTEM

1. Two RPS electric power monitoring channels for each inservice RPS MG set or inservice alternate power source shall be OPERABLE except when the reactor is in the SHUTDOWN mode.
2.
 - a. With one RPS electric power monitoring channel for an inservice RPS MG set or inservice alternate power source inoperable, restore the inoperable channel to OPERABLE status within 72 hours or remove the associated RPS MG set or alternate power source from service.
 - b. With both RPS electric power monitoring channels for an inservice RPS MG set or inservice alternate power source inoperable, restore at least one channel to OPERABLE status within 30 minutes, or remove the associated RPS MG set or alternate power source from service.

- a. Verifying de-energization of the emergency buses, and load shedding from the emergency buses.
- b. Verifying the diesel starts from ambient condition on the auto-start signal, energizes the emergency buses with permanently connected loads, energizes the auto-connected emergency loads through the load sequencer, and operates for greater than 5 minutes while its generator is loaded with the emergency loads.

F. REACTOR PROTECTION BUS POWER MONITORING SYSTEM

1. The RPS Bus power monitoring system instrumentation shall be determined OPERABLE:
 - a. At least once per 6 months by performing a channel functional test, and
 - b. At least once per operating cycle by demonstrating the operability of overvoltage, undervoltage, and underfrequency protective instrumentation by performance of a channel calibration including simulated automatic activation of the protective relays, tripping logic, and output circuit breakers, and verifying the following setpoints:

(1) overvoltage	126.5 V = 2.5% Min. 123.3 V Max. 129.6 V
(2) undervoltage	108 V = 2.5% Min. 105.3 V Max. 110.7 V
(3) underfrequency	56.0 Hz ± 1% of 60 Hz Min. 55.4 Hz Max. 56.6 Hz

ATTACHMENT 3

SIGNIFICANT HAZARDS CONSIDERATION

Description of Amendment Request

The proposed changes to the Technical Specifications for Dresden Units 2 and 3 and Quad Cities Units 1 and 2 impose operability requirements on the existing 4kv cross-tie which provides an alternate source of Off-site AC power to the units' electrical distribution system. The existing specification references the 4kv cross-tie but does not require it be operable if off-site AC power is available from more than one transmission line. The proposed amendment requires the cross-tie to be operable in addition to at least one other source of off-site power. In the event either source of off-site power becomes unavailable, the existing requirements and time limitations for restoring two sources of off-site power remain in effect.

Basis for Proposed No Significant Hazards Consideration Determination

Commonwealth Edison has performed an evaluation of the hazards consideration associated with the proposed Technical Specification amendments utilizing the criteria in 10CFR 50.92. Our evaluation is provided below and specifically addresses the three criteria of 10CFR 50.92(c) for the changes described above.

The proposed amendments do not involve a significant increase in the probability or consequences of an accident previously evaluated because deletion of the provision which allows the 4 kv cross-tie to be inoperable increases availability of the cross-tie and ensures its operability whenever either unit's reactor is made critical. This more stringent operability requirement guarantees that the cross-tie will be available as the second source of off-site power to provide sufficient capability to assure that design limits are not exceeded as a result of anticipated operational occurrences, and that in the event of a postulated accident, the core is cooled and containment integrity and other vital functions are maintained.

The proposed amendments do not create the possibility of a new or different kind of accident from any accident previously evaluated because the changes only provide more positive enforcement of the general design criterion requirement that two independent sources of off-site power be available to permit functioning of structures, systems, and components important to safety. The imposed requirement of the 4 kv cross-tie to be operable, is in the conservative direction and does not allow any new or different modes of operation that could result in any new or different type of accident.

The proposed amendments do not involve a significant reduction in a margin of safety because the more restrictive operability requirement on the 4kv cross-tie assures that an adequate back-up supply of off-site power is available during plant operation to operate auxiliaries, to safely shutdown the plant, and to operate the engineered safeguards following an accident. The changes assure the maximum availability of off-site power during plant operation which actually increases the margin of safety.

For the reasons stated above, Commonwealth Edison finds that the proposed amendments do not involve a significant hazards consideration based on the criteria of 10 CFR 50.92(c). We, therefore, request approval of the proposed amendments under the provisions of 10 CFR 50.91 (a)(4).

1672K