

August 7, 2017

MEMORANDUM TO: Biweekly Notice Coordinator

FROM: Joel S. Wiebe, Senior Project Manager */RA/*
Plant Licensing Branch III
Division of Operating Reactor Licensing
Office of Nuclear Reactor Regulation

SUBJECT: REQUEST FOR PUBLICATION IN BIWEEKLY FR NOTICE -
NOTICE OF CONSIDERATION OF ISSUANCE OF AMENDMENT
TO FACILITY OPERATING LICENSE, PROPOSED NO
SIGNIFICANT HAZARDS CONSIDERATION DETERMINATION,
AND OPPORTUNITY FOR HEARING (CAC NOS. MF9932,
MF9933, MF9934, AND MF9935)

Exelon Generation Company (EGC), LLC, Docket Nos. STN 50-456 and STN 50-457,

Braidwood Station, Units 1 and 2, Will County, Illinois and Docket Nos. STN 50-454 and STN

50-455, Byron Station, Unit Nos. 1 and 2, Ogle County, Illinois

Date of amendment request: June 30, 2017. A publicly-available version is in ADAMS under
Accession No. ML17181A276.

Description of amendment request: The amendments would revise Technical Specification (TS)
3.7.11, "Control Room Ventilation (VC) Temperature Control System," to modify the TS Actions
for two inoperable VC temperature control system trains.

Basis for proposed no significant hazards consideration determination: As required by 10 CFR
50.91(a), the licensee has provided its analysis of the issue of no significant hazards
consideration, which is presented below:

1. Does the proposed amendment involve a significant increase in the probability or consequences of an accident previously evaluated?

Response: No.

The VC Temperature Control System is not an initiator of any accident previously evaluated. As a result, the probability of an accident previously evaluated is not increased. The consequences of an accident during the proposed 24 hour Completion Time are no different than the consequences of an accident in Modes 1, 2, 3, and 4 during the existing 1 hour Completion Time provided in LCO [limiting condition for operation] 3.0.3 to prepare for a shutdown. The only accident previously evaluated in Modes 5 or 6 is a fuel handling accident. The accident evaluation does not assume a loss of offsite electrical power or additional failures, and the mitigating actions to maintain control room temperature less than or equal to 80°F [degree Fahrenheit] will still be available should a fuel handling accident occur. As a result, providing 24 hours to restore one train of control room cooling does not significantly increase the consequences of a fuel handling accident over the current requirement.

Therefore, the proposed change does not involve a significant increase in the probability or consequences of an accident previously evaluated.

2. Does the proposed amendment create the possibility of a new or different kind of accident from any previously evaluated?

Response: No.

All plant equipment controlled from the control room and operator response actions in response to a design basis accident will be maintained as currently designed and applied. No new equipment or operator responses are required in response to a design basis accident as part of this proposed change. The proposed change will not alter the design or function of the control room or the VC Temperature Control System. Should the new Required Actions not be met, the existing and proposed Required Actions require preparation for an orderly plant shutdown, or suspension of positive reactivity additions and suspension of movement of irradiated fuel assemblies, as applicable based on the mode of applicability.

Therefore, the proposed change does not create the possibility of a new or different kind of accident from any previously evaluated.

3. Does the proposed amendment involve a significant reduction in a margin of safety?

Response: No.

The proposed change provides a limited period of time to restore an inoperable VC Temperature Control System train instead of interrupting plant operations, possibly requiring an orderly plant shutdown of both units, or suspension of movement of irradiated fuel assemblies and suspension of positive reactivity additions. A plant disruption or transient may be avoided with mitigating actions taken and the control room area temperature maintained. The potential to avoid a plant transient in conjunction with maintaining the control room temperature offsets any risk

associated with the limited Completion Time. The proposed change does not impact a design basis, TS Limiting Condition for Operation [LCO], limiting safety system setting, or safety limit specified in TSs.

Therefore, the proposed change does not involve a significant reduction in a margin of safety.

The NRC staff has reviewed the licensee's analysis and, based on this review, it appears that the three standards of 10 CFR 50.92(c) are satisfied. Therefore, the NRC staff proposes to determine that the amendment request involves no significant hazards consideration.

Attorney for licensee: Tamra Domeyer, Associate General Counsel, Exelon Nuclear, 4300 Winfield Road, Warrenville, IL 60555.

NRC Branch Chief: David J. Wrona.

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