

**Attachment 3**

**Mark-up of Affected Pages**

- (7) Bypassed and Inoperable Status Indication (Section 7.5.2.2. SER and SSER 3)

Prior to startup following the first refueling outage, GSU shall implement design modifications to improve the capabilities of existing bypassed and inoperable status indication used to monitor the status of safety related systems. The specific design changes to be implemented are identified in a GSU letter dated December 3, 1984 as clarified in a GSU letter dated March 5, 1985.

- (8) ~~TDI Diesel Engines (Section 8.2.1. SSER 3)~~ DELETED

~~EOI shall implement the TDI diesel requirements as specified in Attachment 3. Attachment 3 is hereby incorporated into this license.~~

- (9) Ultimate Heat Sink (Section 9.2.5. SER and SSER 3)

Prior to startup following the first refueling outage GSU shall have installed and operational in the ultimate heat sink a permanent temperature monitoring system acceptable to the NRC staff and Technical Specification modifications as required.

- (10) Fire Protection (Section 9.5.1. SER and SSER 3)

EOI shall comply with the requirements of the fire protection program as specified in Attachment 4. Attachment 4 is hereby incorporated into this license.

- (11) Operating Staff Experience Requirements (Section 13.1.2.1. SSER 2)

EOI shall have a licensed senior operator on each shift, while in Operating Condition 1, 2 and 3, who has had at least six months of hot operating experience on a plant comparable to River Bend Station, including at least six weeks at power levels greater than 20% of full power, and who has had startup and shutdown experience.

- (12) Post-Fuel-Loading Initial Test Program (Section 14. SER and SSER 3)

Any changes to the initial test program described in Section 14 of the FSAR made in accordance with the provisions of 10 CFR 50.59 shall be reported in accordance with 50.59(b) within one month of such change.

ATTACHMENT 3  
TO NPF-47  
~~TDI DIESEL ENGINES REQUIREMENTS~~  
DELETED

EOI shall comply with the following requirements related to the TDI diesel engines.

1. If cracks are found during inspections of crankshafts, this condition shall be reported promptly to the NRC staff and the affected engine shall be considered inoperable. The engine shall not be restored to "operable status" until the proposed disposition and/or corrective actions have been approved by the NRC staff.
2. The following actions are required if SD 1A or SD 1B is operated in excess of 3130 KW<sup>(1)</sup>:
  - a) For indicated engine loads in the range of 3130 KW to 3200 KW for a period less than two hours<sup>(2)</sup>, no additional action shall be required.
  - b) For indicated engine loads in the range of 3130 KW to 3200 KW for a period equal to or exceeding two hours<sup>(2)</sup>, a crankshaft inspection pursuant to Item d below shall be performed at the next refueling outage.
  - c) For indicated engine loads in the range of 3200 KW to 3500 KW for a period less than 1 hour<sup>(2)</sup>, a crankshaft inspection pursuant to item d below shall be performed for the affected engine at the next refueling outage.
  - d) for indicated engine loads in the range of 3200 KW to 3500 KW for periods equal to or exceeding one hour<sup>(2)</sup> and for engine loads exceeding 3500 KW for any period of time, (1) the engine shall be removed from service as soon as safely possible, (2) the engine shall be declared inoperable, and (3) the crankshaft shall be inspected. The crankshaft inspection shall include crankpin journal numbers 5, 6, and 7 (the most heavily loaded) and the two main journals in between using florescent liquid penetrant and eddy current as appropriate.

(1) Momentary transients (not exceeding 5 seconds) due to changing of bus loads need not be considered as an overload.

(2) If there are multiple overload events within a given load range since the previous crankshaft inspection, then the time period criterion applies to the total accumulated time in that load range.