



Commonwealth Edison

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RAR-90-56

July 2, 1990

Director of Nuclear Reactor Regulations
U. S. Nuclear Regulatory Commission
Mail Station P1-137
Washington, D. C. 20555

Enclosed please find a listing of those changes, tests, and experiments completed during the month of June, 1990, for Quad-Cities Station Units 1 and 2, DPR-29 and DPR-30. A summary of the safety evaluations are being reported in compliance with 10CFR50.59 and 10CFR50.71(e).

Thirty-nine copies are provided for your use.

Respectfully,

COMMONWEALTH EDISON COMPANY
QUAD-CITIES NUCLEAR POWER STATION

J. B. Diebeck
for

R. A. Robey
Technical Superintendent

RAR/LFD/nh

Enclosure

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Safety Evaluation #90-355

Description

This changes laboratory testing requirements for pressure filter carbon and other identified changes in Station Tech Specs.

Evaluation

1. The probability of an occurrence or the consequence of an accident, or malfunction of equipment important to safety as previously evaluated in the Final Safety Analysis Report is not increased because SBGT charcoal adsorber test requirements are not initiating events for accidents or malfunctions. The consequences of the carbon beds performing in accordance with the FSAR requirements are not adversely affected because the Tech Spec requirements are being made more conservative.
2. The possibility for an accident or malfunction of a different type than any previously evaluated in the Final Safety Analysis Report is not created because the proposed Tech Specs changes do not involve any changes that are related to accident or malfunction conditions that are evaluated in the FSAR.
3. The margin of safety, as defined in the basis for any Technical Specification, is not reduced because the margin of safety for the evaluation is being increased by requiring a more stringent testing criteria. Miscellaneous Tech Spec requirements are not required by Reg. Guide 1.52, ANSI N-510, or the Habitability Study. Retaining or removing these miscellaneous requirements neither add or take away any margin of safety.

Minor Design Change 4-1-90-055

Description

Feedwater Heater Extraction Steam Nozzle has been damaged by Erosion/Corrosion. Repair consisted of welding a carbon steel clamshell to the outer surface of the nozzle.

Evaluation

1. The probability of an occurrence or the consequences of an accident or malfunction of equipment important to safety as previously evaluated in the Final Safety Analysis Report is not increased because the new nozzle configuration will not change the original design parameters of the heaters.
2. The possibility for an accident or malfunction of a different type than any previously evaluated in the Final Safety Analysis Report is not created because the nozzle repair will not affect any accident or accident initiating event described in the FSAR.
3. The margin of safety, as defined in the basis for any Technical Specification, is not reduced because the feedwater nozzle is not addressed in the Technical Specification.

Procedure Change QAP 300-2, Revision 27
Conduct of Shift Operations

Description

The procedure changes incorporate reactivity management policies set forth in NOD-OP.1. Also included are policy statements dealing with determining equipment operability.

Evaluation

1. The probability of an occurrence or the consequence of an accident, or malfunction of equipment important to safety as previously evaluated in the Final Safety Analysis Report is not increased because the changes define policies which provide better administrative control for reactivity management and conservative direction on determining equipment operability. These factors will not increase the probability previously evaluated FSAR accident or malfunctions.
2. The possibility for an accident or malfunction of a different type than any previously evaluated in the Final Safety Analysis Report is not created because the changes define administrative policies and do not affect the possibility of an accident or malfunction.
3. The margin of safety, as defined in the basis for any Technical Specification, is not reduced because these administrative policy changes enhance control and will not reduce the margin of safety.

Procedure Change QIS 31-1, Revision 12
Main Steamline Radiation Log-Rad Monitor Chassis
Quarterly Calibration and Functional Test

Description

This change added precautions to avoid Reactor Scrams and Group I isolations and also corrected typographical errors.

Evaluation

1. The probability of an occurrence or the consequence of an accident, or malfunction of equipment important to safety as previously evaluated in the Final Safety Analysis Report is not increased because the changes in this procedure do not affect any previous accident. The cautions ensure maintenance is aware of possible consequence.
2. The possibility for an accident or malfunction of a different type than any previously evaluated in the Final Safety Analysis Report is not created because these changes do not affect the action needed to do the calibration or functional check.
3. The margin of safety, as defined in the basis for any Technical Specification, is not reduced because the surveillance intervals have not been affected or the trip setpoints.

Procedure Change QTS 130-4, Revision 20
Control Rod Scram Timing in a Hot Condition

Description

This procedure change adds statements which take credit for current testing in order to fulfill IST requirements.

Evaluation

1. The probability of an occurrence or the consequence of an accident, or malfunction of equipment important to safety as previously evaluated in the Final Safety Analysis Report is not increased because testing procedure did not change, a statement was added taking credit for current testing practice. The probability of an accident or malfunction of equipment important to safety has not been increased.
2. The possibility for an accident or malfunction of a different type than any previously evaluated in the Final Safety Analysis Report is not created because no new testing methods were added, only a statement taking credit for current testing practices. No new possibilities for an accident or malfunction have been created.
3. The margin of safety, as defined in the basis for any Technical Specification, is not reduced because testing methods have not changed and the margin of safety remains unchanged.