

ATTACHMENT B

PROPOSED CHANGE TO APPENDIX A
TECHNICAL SPECIFICATION TO OPERATING LICENSES

NPF-18

Revised Pages:

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3/4.8 ELECTRICAL POWER SYSTEMS

3/4.8.1 A.C. SOURCES

A.C. SOURCES - OPERATING

LIMITING CONDITION FOR OPERATION

3.8.1.1 As a minimum, the following A.C. electrical power sources shall be OPERABLE:

- a. Two physically independent circuits between the offsite transmission network and the onsite Class 1E distribution system, and
- b. Separate and independent diesel generators^{0, 1A, 2A and 2B} with:
 1. For diesel generator 0, 1A and 2A:
 - a) A separate day fuel tank containing a minimum of 250 gallons of fuel.
 - b) A separate fuel storage system containing a minimum of 31,000 gallons of fuel.
 2. For diesel generator 2B, a separate fuel storage tank/day tank containing a minimum of 29,750 gallons of fuel.
 3. A separate fuel transfer pump.

APPLICABILITY: OPERATIONAL CONDITIONS 1, 2, and 3.

ACTION:

- a. With either one offsite circuit or diesel generator 0 or 2A of the above required A.C. electrical power sources inoperable, demonstrate the OPERABILITY of the remaining A.C. sources by performing Surveillance Requirements 4.8.1.1.1a. within 1 hour, and 4.8.1.1.2a.4., for one diesel generator at a time, within 8 hours, and at least once per 8 hours thereafter; restore at least two offsite circuits and diesel generators 0 and 2A to OPERABLE status within 72 hours or be in at least HOT SHUTDOWN within the next 12 hours and in COLD SHUTDOWN within the following 24 hours.
- b. With one offsite circuit and diesel generator 0 or 2A of the above required A.C. electrical power sources inoperable, demonstrate the OPERABILITY of the remaining A.C. sources by performing Surveillance Requirements 4.8.1.1.1a. within 1 hour, and 4.8.1.1.2a.4., for one diesel generator at a time, within 6 hours, and at least once per 8 hours thereafter; restore at least one of the inoperable A.C. sources to OPERABLE status within 12 hours or be in at least HOT SHUTDOWN within the next 12 hours and in COLD SHUTDOWN within the following 24 hours. Restore at least two offsite circuits and diesel generators 0 and 2A to OPERABLE status within 72 hours from the time of initial loss or be in at least HOT SHUTDOWN within the next 12 hours and in COLD SHUTDOWN within the following 24 hours.

*For a 30 day period for each diesel generator 0 and 1A during the Unit 1 first refueling outage, with Unit 1 in operational condition 4 or 5 or defueled, only 3 diesel generators, 2B and 2A, and either 0 or 1A are required to satisfy the standby AC onsite power requirements for Unit 2. Surveillance requirements, 4.8.1.1.1a and 4.8.1.1.2a.4 shall be performed within 48 hours prior to removal of the 0 or 1A diesel generator from service. During each 30 day period the remaining 3 diesel generators will be verified¹ operable at least once per day (in addition to any testing required by Table 4.8.1.1.2-1). The control circuit for the unit cross-tie circuit breakers between buses 142Y and 242Y shall be temporarily modified to allow the breakers to be closed with the diesel generator feeding the bus. In the event these conditions are not met, Unit 2 will be brought to HOT SHUTDOWN within 12 hours and COLD SHUTDOWN within the following 24 hours. The provisions of Technical Specification 3.0.4 do not apply.

¹ The term verify as used in this context means to administratively check by examining logs or other information to determine if certain components are out-of-service for maintenance or other reasons. It does not mean to perform the surveillance requirements needed to demonstrate the OPERABILITY of the components.

ATTACHMENT C

Significant Hazards Consideration

Commonwealth Edison has evaluated the proposed Technical Specification Amendment and determined that it does not represent a significant hazards consideration. Based on the criteria for defining a significant hazards consideration established in 10 CFR 50.92, operation of LaSalle County Station Unit 2 in accordance with the proposed amendment will not:

- 1) Involve a significant increase in the probability or consequences of an accident previously evaluated because in the event of a loss of offsite power with the "0" or "1A" diesel inoperable for this period sufficient onsite power with a single active failure will still be available to safely shutdown.
- 2) Create the possibility of a new or different kind of accident from any accident previously evaluated because emergency power is still available to those systems required to mitigate accidents evaluated in the FSAR.
- 3) Involve a significant reduction in the margin of safety because the probability of a loss of offsite power in addition to a remaining diesel generator failure during the period of these diesel generator modifications is sufficiently small to reasonably assure the health and safety of the public.

Based on the preceding discussion, it is concluded that the proposed system change clearly falls within all acceptable criteria with respect to the system or component, the consequences of previously evaluated accidents will not be increased and the margin of safety will not be decreased. Therefore, based on the guidance provided in the Federal Register and the criteria established in 10CFR50.92(e), the proposed change does not constitute a significant hazards consideration.