

February 25, 1997

Mr. E. Kraft
Site Vice President
Quad Cities Station
Commonwealth Edison Company
22710 206th Avenue North
Cordova, IL 61242

SUBJECT: NOTICE OF DEVIATION AND REQUEST FOR REASSESSMENT OF
IMPROPERLY SIZED THERMAL OVERLOADS IN CONTROL ROOM
VENTILATION SYSTEM (NRC INSPECTION REPORT 50-254/96015(DRS);
50-265/96015(DRS))

Dear Mr. Kraft:

This will acknowledge receipt of your letter dated January 31, 1997, in response to our letter dated November 22, 1996, transmitting a Notice of Deviation and a request for a reassessment of the safety significance of undersized thermal overloads identified in the control room ventilation system at your facility. A justification for differences in the safety significance, if any, between your facility and the Dresden facility, for which a similar condition existed, was also requested. We have received your response and have no further questions at this time.

Sincerely,

/s/ M. A. Ring

Mark A. Ring, Chief
Lead Engineers Branch

Docket Nos. 50-254; 50-265

Enclosure: Ltr 01/31/97 L. W. Pearce,
ComEd, to US NRC w/encl

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LWP-97-008

January 31, 1997

United States Nuclear Regulatory Commission
Washington, DC 20555

Attention: Document Control Desk

References: (a) NRC Special Inspection Report No. 50-254/96015 (DRS);
50-265/96015 (DRS) and Notice of Deviation, dated November
22, 1996.

Subject: Improperly Sized Overloads Found on the Control Room
Heating, Ventilation and Air Conditioning (HVAC) System in
1995

In Reference (a) the NRC asked: "... we are concerned about the difference between conclusions reached regarding safety significance of undersized thermal overloads identified in the Control Room Ventilation System at your facility and the Dresden facility. As a result, we request that you provide us, within sixty days of receipt of this letter, the results of a reassessment of the safety significance of this issue and the justification of differences, if any, between the two facilities."

As noted above, NRC inspectors reviewed Quad Cities Licensee Event Report (LER) 50-254/95-002, "Improperly Sized Overloads Found on the Control Room Heating, Ventilation and Air Conditioning (HVAC) System Due to Inadequate Original Design Analysis," and Dresden LER 50-237/95-001 "Inoperable Control Room HVAC Booster Fans due to Improperly Sized Thermal Overload Heater Devices." During these reviews, the inspectors noted that although the event at Dresden appeared identical to the event at Quad Cities, the evaluation of the safety significance of undersized thermal overloads identified in the Control Room Ventilation System was different between the two facilities.

Quad Cities had determined that in the event of a design basis LOCA congruent with a degraded voltage condition, the "B" train of Control Room Ventilation could have failed due to the undersized thermal overloads. If the "B" Control Room HVAC system failed, unfiltered air had the potential to enter the control room subjecting the operators to increase dose. The Dresden LER stated that the safety significance of the event was minimal because a means was readily available for the operators to manually restart the booster fans within a reasonable time period.

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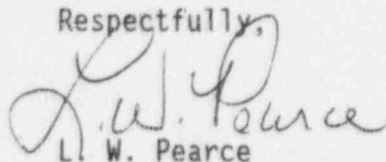
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January 31, 1997

In response to this request, Quad Cities Station has conducted a reassessment of the safety significance of the issue. Quad Cities Station concluded that the safety significance, as reported in Quad Cities LER 50-254/95-002, was correct. At Dresden Station there are differences in the design. For instance, the Control Room HVAC system included the Dresden Unit 1 Control Room. The impact of the undersized overloads was reduced because only one fan was affected. However, Dresden Station is reassessing the event and will submit a supplemental LER if that is appropriate.

If you have any questions concerning this letter, please contact Charles Peterson, Regulatory Affairs Manager, at (309) 654-2241 extension 3609.

Respectfully,



L. W. Pearce
Station Manager
Quad Cities Station

LWP\RL\plm

cc: A. B. Beach, Regional Administrator, Region III
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J. F. Stang, Project Manager, NRR
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