



Wisconsin Electric POWER COMPANY

231 W. MICHIGAN, P.O. BOX 2046, MILWAUKEE, WI 53201

June 16, 1983

Mr. H. R. Denton, Director
Office of Nuclear Reactor Regulation
U. S. Nuclear Regulatory Commission
Washington, D. C. 20555

Attention: Mr. Robert A. Clark, Chief
Operating Reactor Branch 3

Gentlemen:

DOCKET NOS. 50-266 AND 50-301
IMPLEMENTATION OF POST TMI-RELATED ISSUES
POINT BEACH NUCLEAR PLANT, UNITS 1 AND 2

On May 6, 1983, we sent you a letter discussing several equipment receipt and installation delays which have impacted the scheduler commitments contained in the NRC's "Order Confirming Licensee Commitments on Post-TMI Related Issues" dated March 14, 1983. The delays discussed in that letter concerned receipt and installation of the Auxiliary Safety Instrumentation Panels (ASIP) and the instrumentation bus upgrade which affects the permanent power supplies to the ASIP and other TMI-related instrumentation. That letter also discussed the expected operating status of the four accident monitors addressed by NUREG-0737 items II.F.1(3), (4), (5), and (6) anticipated on June 30, 1983. The schedule for these monitors is specifically addressed in your March 14 Order.

Subsequent to our May 6 letter, we have again been informed by our contractor that there will be a further delay in the shipment of the ASIP. The reason for this delay is that the final design requirements of the ASIP panels were not settled until May of 1983. This requires that the structural features of the panels be changed to accommodate various changes in equipment and control room interfaces. For example, the width of the panel had to be increased from 48 inches to 54 inches to accommodate structural members on the back wall, mounting, and support for CRTs and recorders on the front panel, and still provide adequate personnel access within the panel. Conduits that were to be installed running from the floor to ceiling behind the ASIP were required to be moved to other locations. Changes were made to the number of components on and within the panels which required layout and wiring changes. The work table on the Unit 1 panel was to be stationary, but a review of its size and location in the control room indicated it would interfere with personnel traffic flow when not in use. A fold-down work table had to be designed

June 16, 1983

into the Unit 1 ASIP. Cable access to the ASIP could not be determined until an initial design was performed. The resulting available cable access space requires the design and fabrication of four special penetration assemblies through the control room floor to provide for proper separation. Two of these penetrations are new cutouts in the control room floor and the locations had to be evaluated and actual cutouts made before the design could be completed. Many of these items are part of an iterative design process that has taken longer than expected. We expect to reach agreement with the contractor on the panel and penetration assembly mechanical design by July 15, 1983 so that panel fabrication can be started in July and on the panel wiring by August 15, 1983 so that assembly can be started late in August. As long as no new technical issues cause the design to be changed, we expect to meet these dates which would result in delivery of the ASIP by November 15, 1983. It is now anticipated that our schedule for installation and startup of the ASIP will be as follows:

November 15, 1983	-	ASIP delivered to Point Beach
December 31, 1983	-	ASIP installed and conduits connected to panels
February 28, 1984	-	Cables pulled into ASIP, terminated, and landed on terminal strips
April 30, 1984	-	ASIP instruments tested and operational
June 30, 1984	-	ASIP instruments operational on final power supplies, instruments integrated into procedures, and operators trained in the use of the instruments

Mr. Colburn of your staff has also requested that we describe in some detail the reasons for the additional delays in completion of the Point Beach instrument bus upgrade. As we have informed you in the past, the completion of this project, which has included the construction of a new Seismic Category I battery room and installation of new batteries and inverters to provide a redundant battery backup for the Point Beach safety-related instrumentation, affects the permanent power supplies for most of the recent TMI backfit modifications. Construction of the two battery and two equipment rooms have been completed. By the end of July we expect to have the equipment mounted and conduits installed to each component. By the end of August cables will be pulled into the components and appropriate terminations in the new equipment completed. Part of the delay in completion of this project is directly related to the delays in the ASIP installation since the control and switching circuitry for much of the instrumentation bus upgrade will be located in the ASIP.

The other major delay is in the design and delivery of the ventilating and air conditioning (VAC) system for the battery

and equipment rooms. The redundant air handling units have been ordered, but a design has not been developed which will fit through the restricted access into that portion of the auxiliary building. We believe these problems can be solved and delivery made by the end of October 1983. Design of the control system and preparation of specifications for the controls and ductwork are nearing completion. We expect to order and have delivery of the valves and piping associated with the air handling units by the end of October. We expect construction and installation of the VAC system to take three months with work starting in November and ending in early March of 1984. This will correspond to completion of control cable connections to the ASIP. Startup and testing should be completed by the end of April 1984 and interconnection of the instrument buses in their final configuration should be completed by June 30, 1984.

As you know, much of the TMI instrumentation already operating, including the accident instrumentation which will be made operational in the near future, is presently energized by temporary power supplies pending completion of the bus upgrade project. We have recently taken the following steps to enhance the reliability of these temporary power supplies.

New Unit 2 120V AC instrument distribution panels will be connected to safety grade power supplies before the end of the Unit 2 outage (June 30, 1983). The red and blue panels will be connected in their final configuration which will receive power from their designed source. The white and yellow panels will receive power from an interim safety grade power source. All conduit and cabling will be installed consistent with the design and QA requirements of permanent cabling. Power sources to the Unit 1 distribution panels will remain as is until the Unit 1 fall 1983 outage. By the end of the Unit 1 outage, the power supplies will either be upgraded in a manner similar to that of Unit 2, or will be connected to their final power source. The method that is selected will be based on when the Unit 1 outage is over and the actual status of the bus upgrade at that time.

As explained in our May 6, 1983 letter, the II.F.1(3), (4), (5), and (6) instruments will be installed, calibrated, and made operational up to the instrumentation racks. The high range containment pressure [II.F.1(4)] indications will be installed in the control room for both Unit 1 and Unit 2 by June 30, 1983. Since the ASIP is delayed, as an interim measure for each nuclear unit, we plan to connect one channel of the high range containment radiation monitor [II.F.1(3)], one channel of the containment sump water level [II.F.1(5)], and one channel of the containment hydrogen monitor [II.F.1(6)] to the backup computer system. We also plan to add one channel of subcooling, reactor vessel water level, and gas vent header pressure to the backup computer. This system has the capability of displaying input parameters on two

Mr. H. R. Denton

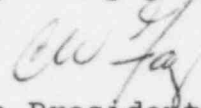
-4-

June 16, 1983

CRTs in the control room, one CRT for each unit. Connection of inputs to the computer, changing of the computer software, and display of the parameters on the CRTs in the control room will be completed by July 31, 1983.

We understand that based on the information provided with our May 6, 1983 letter, you have under consideration a modification to the provisions of the March 14 Confirming Order. We request that the additional schedule changes discussed in this letter be considered in your modifications to that order as necessary. Please contact us if you have any questions concerning this information.

Very truly yours,



Vice President-Nuclear Power

C. W. Fay

Copies to NRC Resident Inspector
NRC Region III