



Point Beach Nuclear Plant
6610 Nuclear Rd., Two Rivers, WI 54241

(414) 755-2321

VPNPD 97-005

January 14, 1997

Document Control Desk
U. S. NUCLEAR REGULATORY COMMISSION
Mail Station P1-137
Washington, DC 20555

Gentlemen,

DOCKETS 50-266 AND 50-301
REPLY TO NOTICE OF VIOLATION
INSPECTION REPORT 50-266/96017 (DRS); 50-301/96017 (DRS)
POINT BEACH NUCLEAR PLANT, UNITS 1 AND 2

By letter dated December 19, 1996, signed by Mr. Geoffrey Grant, the NRC forwarded to Wisconsin Electric, Inspection Reports 50-266/96017 (DRS) and 50-301/96017 (DRS). The report documented a physical security inspection conducted by Mr. Terry Madaea of your office between November 18 and December 2, 1996. Enclosed with the inspection report was a Notice of Violation documenting two individual violations of NRC requirements.

Pursuant to the requirements of 10 CFR 2.201, we are responding to each of the violations. Attached is our response which includes: (1) the reason for the violation; (2) corrective action taken; (3) corrective action to be taken to avoid further violations; and (4) the date when full compliance will be achieved.

If you have any questions or desire additional information, please contact us.

Sincerely,

Scott A. Patulski
Site Vice President

Attachment

FAF

cc: NRC Regional Administrator
NRC Resident Inspector

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**RESPONSE TO NOTICE OF VIOLATION
INSPECTION REPORT NOS. 50-266/96017 (DRS) AND 50-301/96017 (DRS)**

**WISCONSIN ELECTRIC POWER COMPANY
POINT BEACH NUCLEAR PLANT, UNITS 1 AND 2
DOCKETS 50-266 AND 50-301
LICENSE NOS. DPR-24 AND DPR-27**

During a physical security inspection performed by Mr. Terry Madeda between November 18 and December 2, 1996, two violations of NRC requirements were identified. Each of these violations were classified as a Severity Level IV. Inspection Report 50-266/96017 (DRS) and 50-301/96017 (DRS) and the Notice of Violation (Notice) transmitted to Wisconsin Electric on December 19, 1996, provide details regarding each violation.

In accordance with the instructions provided in the Notice, our reply to the alleged violations include: (1) the reason for the violation, or if contested, the basis for disputing the violation; (2) corrective action taken; (3) corrective actions to be taken to avoid further violations; and (4) the date when full compliance will be achieved.

VIOLATION 1

Paragraph 3.4.1 of Section 2.4 of the approved Point Beach Security Plan (PBSP) requires, in part that vehicles shall have the cab, engine compartment, undercarriage, and cargo area searched for unauthorized material upon entry into the protected area.

Contrary to the above, on November 20, 1996, an NRC inspector observed an inadequate search of an over-the-road vehicle. The officer failed to search two storage compartments in the vehicle's cab and one storage compartment on the vehicle's undercarriage.

This is a Severity Level IV violation.

Response to Violation 1

Reason for Violation: The violation occurred as a result of a lack of attention to detail and lack of a questioning attitude on the part of the security officer conducting the search.

Corrective Actions Taken: As noted in the inspection report, when the deficiencies were brought to the attention of the security officer, the search was adequately completed. In addition, the security officer involved in the violation received retraining in search techniques and all security officers were briefed on the event.

Corrective Actions to be Taken: A joint effort between Wisconsin Electric, Schneider National, Inc., and the Wisconsin State Patrol is being undertaken to provide security personnel with "hands-on" training in the searching of large over-the road vehicles. The results of this training will be incorporated into plant search procedures. It is anticipated that this training will be completed by April 30, 1997.

In addition to the above, a new guideline, PBSG 9.1, is being developed to provide additional guidance for searching over-the-road vehicles. This new guideline will be implemented by April 30, 1997.

Date Full Compliance will be Achieved: Full compliance with NRC requirements was achieved on November 20, 1996. The additional corrective actions being taken will enhance our overall security program.

VIOLATION 2

Paragraph 6.0 of Section 2.1 of approved Point Beach Security Plan (PBSP) requires, in part, that outages in the intrusion detection system (IDS) be continuously monitored by a non-response officer using closed-circuit television (CCTV) or be present at the affected IDS alarm zone.

Contrary to the above, on October 29, 1996, for a period of 14 minutes, an outage of Zone 12 of the IDS was not continuously monitored nor was an officer posted at the affected IDS alarm zone. This event was licensee identified, however, previous corrective action to a similar event did not prevent recurrence.

This is a Severity Level IV violation.

Response to Violation 2

Reason for Violation: The event occurred as a result of inadequate procedural guidance for establishing compensatory measures during severe weather conditions. Other contributing factors were less than adequate command and control of central alarm station (CAS) activities and incomplete communications between the CAS and secondary alarm station (SAS) regarding rescheduling of alarms.

Corrective Actions Taken: A 30-day security licensee event report, 96-S01-00, was submitted to the NRC on November 27, 1996. The report contains details surrounding the event, causes for its occurrence and corrective actions taken. In addition, PBSRP 2.7.2, "Loss of Alarm Capabilities on an E-Field or Microwave Zone(s)," was revised and issued on January 10, 1997. The revision encompasses initiation of perimeter compensatory measures during severe weather conditions.

Corrective Actions to be Taken: As documented in the 30-day report, an assessment of compensatory measures will be conducted by March 31, 1997, to determine if there are other enhancements in this area which should be implemented. The assessment will address industry experience.

Date Full Compliance Will be Achieved: Full compliance with NRC requirements was achieved on October 29, 1996, when compensatory measures were fully implemented.