

November 23, 1992

*See Correction Letter*

*of 12/18/92*

Docket Nos. 50-266  
and 50-301

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Mr. Robert E. Link, Vice President  
Nuclear Power Department  
Wisconsin Electric Power Company  
231 West Michigan Street, Room P379  
Milwaukee, Wisconsin 53201

Dear Mr. Link:

SUBJECT: AMENDMENT NOS. 136 AND 140 TO FACILITY OPERATING LICENSE NOS. DPR-24  
AND DPR-27 (TAC NOS. M77619 AND M77620)

The Commission has issued the enclosed Amendment Nos. 136 and 140 to Facility Operating License Nos. DPR-24 and DPR-27 for the Point Beach Nuclear Plant, Unit Nos. 1 and 2. The amendments revise the Technical Specifications in response to your application dated September 7, 1990, as supplemented by letters dated May 10, 1991 and September 11, 1992.

These amendments revise Technical Specification 5.3.7, "Auxiliary Electrical Systems," to incorporate reference to a fifth station battery. The amendment also revises Technical Specification 15.4.6, "Emergency Power System Periodic Tests," by changing testing requirements for safety-related station batteries. The fifth battery is being installed now and will be in service by the end of 1992. These amendments become effective when the installation of the fifth battery is complete but no later than December 31, 1992.

A copy of the Safety Evaluation is also enclosed. The notice of issuance will be included in the Commission's next biweekly Federal Register notice.

Sincerely,

**ORIGINAL SIGNED BY:** Anthony T. Gody, Jr. for:

Robert B. Samworth, Sr. Project Manager  
Project Directorate III-3  
Division of Reactor Projects III/IV/V  
Office of Nuclear Reactor Regulation

Enclosures:

1. Amendment No. 136 to DPR-24
2. Amendment No. 140 to DPR-27
3. Safety Evaluation

cc w/enclosures:  
See next page

OFFICE	PD3-3:LA	PD3-3:PM	PD3-3:PD	OCG
NAME	PKreutzer	RSamworth/baj	JHannon	OCG
DATE	10/13/92	10/17/92	10/14/92	10/20/92

OFFICIAL RECORD

DOCUMENT NAME:

PTB77619.AMD

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P PDR

*Handwritten signatures and initials:*  
CP...  
DFC...

Mr. Robert E. Link  
Wisconsin Electric Power Company

Point Beach Nuclear Plant  
Unit Nos. 1 and 2

cc:

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UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

WISCONSIN ELECTRIC POWER COMPANY

DOCKET NO. 50-266

POINT BEACH NUCLEAR PLANT, UNIT NO. 1

AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 136  
License No. DPR-24

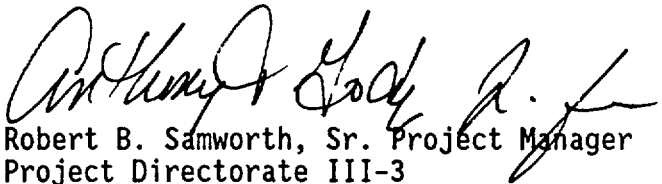
1. The Nuclear Regulatory Commission (the Commission) has found that:
  - A. The application for amendment by Wisconsin Electric Power Company (the licensee) dated September 7, 1990, as supplemented May 10, 1991 and September 11, 1992, complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations set forth in 10 CFR Chapter I;
  - B. The facility will operate in conformity with the application, the provisions of the Act, and the rules and regulations of the Commission;
  - C. There is reasonable assurance (i) that the activities authorized by this amendment can be conducted without endangering the health and safety of the public, and (ii) that such activities will be conducted in compliance with the Commission's regulations;
  - D. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public; and
  - E. The issuance of this amendment is in accordance with 10 CFR Part 51 of the Commission's regulations and all applicable requirements have been satisfied.
2. Accordingly, the license is amended by changes to the Technical Specifications as indicated in the attachment to this license amendment, and paragraph 3.B of Facility Operating License No. DPR-24 is hereby amended to read as follows:

B. Technical Specifications

The Technical Specifications contained in Appendices A and B, as revised through Amendment No. 136, are hereby incorporated in the license. The licensee shall operate the facility in accordance with the Technical Specifications.

3. This license amendment is effective immediately upon issuance. The Technical Specifications are to be implemented no later than December 31, 1992.

FOR THE NUCLEAR REGULATORY COMMISSION



Robert B. Samworth, Sr. Project Manager  
Project Directorate III-3  
Division of Reactor Projects III/IV/V  
Office of Nuclear Reactor Regulation

Attachment:  
Changes to the Technical  
Specifications

Date of issuance: November 23, 1992



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

WISCONSIN ELECTRIC POWER COMPANY  
DOCKET NO. 50-301  
POINT BEACH NUCLEAR PLANT, UNIT NO. 2  
AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 140  
License No. DPR-27

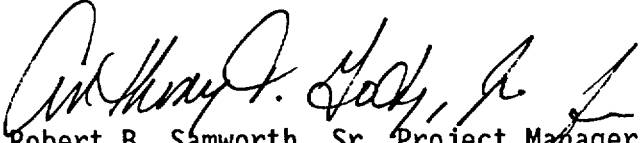
1. The Nuclear Regulatory Commission (the Commission) has found that:
  - A. The application for amendment by Wisconsin Electric Power Company (the licensee) dated September 7, 1990, as supplemented May 10, 1991 and September 11, 1992, complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations set forth in 10 CFR Chapter I;
  - B. The facility will operate in conformity with the application, the provisions of the Act, and the rules and regulations of the Commission;
  - C. There is reasonable assurance (i) that the activities authorized by this amendment can be conducted without endangering the health and safety of the public, and (ii) that such activities will be conducted in compliance with the Commission's regulations;
  - D. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public; and
  - E. The issuance of this amendment is in accordance with 10 CFR Part 51 of the Commission's regulations and all applicable requirements have been satisfied.
2. Accordingly, the license is amended by changes to the Technical Specifications as indicated in the attachment to this license amendment, and paragraph 3.B of Facility Operating License No. DPR-27 is hereby amended to read as follows:

B. Technical Specifications

The Technical Specifications contained in Appendices A and B, as revised through Amendment No. 140, are hereby incorporated in the license. The licensee shall operate the facility in accordance with the Technical Specifications.

3. This license amendment is effective immediately upon issuance. The Technical Specifications are to be implemented no later than December 31, 1992.

FOR THE NUCLEAR REGULATORY COMMISSION

  
Robert B. Samworth, Sr. Project Manager  
Project Directorate III-3  
Division of Reactor Projects III/IV/V  
Office of Nuclear Reactor Regulation

Attachment:  
Changes to the Technical  
Specifications

Date of issuance: November 23, 1992

ATTACHMENT TO LICENSE AMENDMENT NOS.136 AND 140  
TO FACILITY OPERATING LICENSE NOS. DPR-24 AND DPR-27  
DOCKET NOS. 50-266 AND 50-301

Revise Appendix A Technical Specifications by removing the pages identified below and inserting the enclosed pages. The revised pages are identified by amendment number and contain marginal lines indicating the area of change.

REMOVE

INSERT

15.3.7-1

15.3.7-1

15.3.7-2

15.3.7-2

15.3.7-3

15.3.7-3

15.3.7-5

15.3.7-5

15.3.7-6

15.3.7-6

15.4.6-2

15.4.6-2

15.4.6-3

15.4.6-3

15.4.6-4

15.4.6-4

### 15.3.7 AUXILIARY ELECTRICAL SYSTEMS

#### Applicability

Applies to the availability of off-site and on-site electrical power for plant power operation and for the operation of plant auxiliaries.

#### Objective

To define those conditions of electrical power availability necessary (1) to provide for safe reactor operation, and (2) to provide for the continuing availability of engineered safeguards.

#### Specification

- A.1 Under normal conditions neither one nor both reactors shall be made critical unless the following conditions are met:
- a. At least two 345 KV transmission lines are in service.
  - b. The 345/13.8 KV and the 13.8/4.16 KV station auxiliary transformers associated with the reactor(s) to be taken critical are in service; or one 345/13.8 KV station auxiliary transformer and the associated 13.8/4.16 KV station auxiliary transformer(s) are in service with the gas turbine operating.
  - c. 4160 Volt unit supply buses A03 and A04 for the unit to be taken critical are energized from their normal supply.
  - d. 4160 Volt safeguards buses A05 and A06 for the unit(s) to be taken critical are independently energized from their normal supply and both units' A05/A06 bus tie breakers are removed from their cubicles.
  - e. 480 Volt buses B03 and B04 for the unit(s) to be taken critical are independently energized from their normal supply and both units' B03/B04 tie breakers are open with control power removed.
  - f. A fuel supply of 11,000 gallons is available; and both diesel generators are operable.
  - g. Four of the five safety-related station batteries and all four of the main DC distribution systems are operable.
  - h. Four battery chargers are operable with one charger carrying the DC loads on each DC main distribution bus: D01, D02, D03 and D04.



- A.2 Under abnormal conditions including Black Plant startup, one reactor may be made critical providing the following conditions are met:
- a. One 345 KV transmission line is in service; or the gas turbine is operating.
  - b. The 345/13.8 KV and the 13.8/4.16 KV station auxiliary transformers associated with the unit to be taken critical are in service; or the associated 13.8/4.16 KV station auxiliary transformer is in service and the gas turbine is operating.
  - c. Reactor power level is limited to 50% rated power until 2 or more transmission lines are restored to service.
  - d. 4160 Volt buses A03 and A04 for the unit to be taken critical are energized from their normal supply.
  - e. 4160 Volt safeguards buses A05 and A06 for the unit to be taken critical are independently energized from their normal or emergency power supply and both units' A05/A06 bus tie breakers are removed from their cubicles.
  - f. 480 Volt safeguards buses B03 and B04 for the unit to be taken critical are independently energized from their normal or emergency power supply and both units' B03/B04 bus tie breakers are open with control power removed.
  - g. A fuel supply of 11,000 gallons is available; and both diesel generators are operable.
  - h. Four of the five safety-related station batteries and all four of the main DC distribution systems are operable.
  - i. Four battery chargers are operable with one charger carrying the DC loads of each main DC distribution bus: D01, D02, D03 and D04.
- B.1 During power operation of one or both reactors, the requirements of 15.3.7.A.1 may be modified to allow the following arrangements of systems and components:
- a. If the 345 KV lines are reduced to only one, any operating reactor(s) must be promptly reduced to, and limited to, 50% power. If all 345 KV lines are lost, any operating reactor(s) will be reduced to supplying its auxiliary load, until one or more 345 KV transmission lines are again available.
  - b. If both 345/13.8 KV auxiliary transformers are out of service and only the gas turbine is operating, only one reactor will remain operating and it will be limited to 50% power. The second reactor will be placed in the hot shutdown condition.

- c. If the 13.8/4.16 KV auxiliary transformers are reduced to only one, the reactor associated with the out of service transformer must be placed in the hot shutdown condition.
- d. Either bus A03 or A04 may be out of service for a period not exceeding 7 days provided both diesel generators are operable and the associated diesel generator is operating and providing power to the engineered safeguard bus normally supplied by the out of service bus.
- e. With a unit in cold or refueling shutdown, one pair of buses, A05 and A06 or B03 and B04, for that shutdown unit, may be tied together through their common tie breaker for up to 8 hours. If the tie breaker cannot be opened or the conditions of 15.3.7.B.1.f met within 8 hours, the operating unit shall be placed in the hot shutdown condition within 6 hours and in cold shutdown within the following 30 hours.
- f. With a unit fully defueled, one pair of buses for the defueled unit, A05 and A06 or B03 and B04, may be tied together through their common tie breaker in excess of 8 hours provided:
  - 1) An evaluation is performed to show that the loads that remain or can be energized by the buses will not cause a potential overload of the associated diesel generator. The applicable Limiting Conditions for Operation of the equipment removed from service shall be entered for operating unit.
  - 2) A single train of spent fuel cooling is adequate to cool the spent fuel pool.
- g. One diesel generator may be inoperable for a period not exceeding 7 days provided the other diesel generator is tested daily to ensure operability and the engineered safety features associated with this diesel generator shall be operable. This LCO shall not be allowed in conjunction with e. or f. above.
- h. One of the four connected safety-related station batteries may be inoperable for a period not exceeding 24 hours provided four battery chargers remain operable with one charger carrying the DC loads of each main DC distribution bus.

could result in an overload and a loss of the associated diesel generator. The LCOs permit abnormal power distribution lineups for periods of time in order to facilitate such items as maintenance of normal supply breakers or transformers. In such cases, bus independence may be relaxed under the conditions specified in the LCO.

Extended use of safeguards bus tie-breakers is allowed under specified, controlled conditions. For example, when a unit is fully defueled, safeguards and safe shutdown systems and equipment dedicated to that unit are not required. However, spent fuel pool cooling must be maintained. By limiting the loads supplied by the cross-connected buses, the potential for loss of a diesel generator due to overloading caused by the failure of a tie-breaker to open is minimized. Operability of shared safeguards systems such as auxiliary feedwater and service water must be maintained as required by their applicable LCOs.

The Point Beach DC electrical system has been modified so that each of the four main DC distribution buses, which are shared between the two units, has its own power supplies consisting of a safety-related station battery (D05, D06, D105, D106) and a battery charger. In addition to these bus-specific power supplies, a swing safety-related battery (D305) is installed which is capable of being connected to any one of the four main DC distribution buses. Swing battery chargers are also provided. Under normal circumstances, one battery and one battery charger are connected in each main DC distribution bus. The battery charger normally shall be in service on each battery so that the batteries will always be at full charge in anticipation of a loss-of-AC power incident. Under unusual circumstances, two of the five safety-related batteries may be out of service for a limited period of time provided one of the two out-of-service batteries is returned to service within the time periods specified in Specification 15.3.7.B.1.f. These limiting conditions for operation ensure that adequate DC power will always be available for starting the emergency generators and other emergency uses.

The emergency generator sets are General Motors Corporation, Electro-Motive Division, Model 999-20 Units rated at 2580 KW continuous, 0.8 power factor 900 RPM, 4160 volts 3 phase, 60 cycle and consume 205 gallons of fuel per hour. Thus the 11,000 gallon supply in the Emergency Fuel Tank provides sufficient

fuel to operate one diesel at design load for more than 48 hours. In addition, it will be normal for Point Beach to keep one, or the equivalent of one, bulk storage tank full at all times (55,000 gallons which is equal to about 10 days' supply). They are each capable of providing 3050 KW for a 30 minute period. The gas turbine is capable of providing 20,000 KW.

If only one 345 KV transmission line is in service to the plant switchyard, a temporary loss of this line would result in a reactor trip(s) if the reactor(s) power level were greater than 50%. Therefore, in order to maintain continuity of service and the possibility of self sustaining operations, if only one 345 KV transmission line is in service to any operating reactor(s), the power level of the affected reactor(s) will be limited to 50%.

If both 345/13.8 KV station auxiliary transformers are out of service, only one reactor will be operated. The gas turbine will be supplying power to operate safeguards auxiliaries of the operating reactor and acts as a backup supply for the unit's normal auxiliaries. Therefore, to prevent overloading the gas turbine in the event of a reactor trip, the maximum power level for the operating reactor will be limited to 50%. These conservative limits are set to improve transmission system reliability only and are not dictated by safety system requirements.

#### References

FSAR Section 8.

Unit 1 - Amendment No. ~~84, 87, 134~~, 136  
Unit 2 - Amendment No. ~~88, 92, 138~~, 140

15.3.7-6

3. Each diesel generator shall be given an inspection, at least annually, following the manufacturer's recommendations for this class of stand-by service.

4. Each fuel oil transfer pump shall be run monthly.

The above tests will be considered satisfactory if all applicable equipment operates as designed.

#### B. Safety-Related Station Batteries

These surveillance specifications are applicable to all four safety-related station batteries: D05, D06, D105, and D106; and the safety-related station swing battery D305.

1. Every month the voltage of each cell (to the nearest 0.05 volt), the specific gravity and temperature of a pilot cell in each battery and each battery voltage shall be measured and recorded.
2. Every 3 months the specific gravity, the height of electrolyte, and the amount of water added, for each cell, and the temperature of every fifth cell, shall be measured and recorded.
3. At each time data is recorded, new data shall be compared with old to detect signs of abuse or deterioration.
4. Each Safety-Related Station Battery shall be demonstrated OPERABLE:
  - a. At least once per 18 months (SERVICE TEST) by verifying that the battery capacity is adequate to supply and maintain in OPERABLE status all of the actual or simulated emergency loads for the design duty cycle.\*
  - b. At least once per 60 months (PERFORMANCE TEST) by verifying that the battery capacity is at least 80% of the manufacturer's rating. This performance discharge test may be performed in lieu of the battery service test.\*
  - c. Annual performance discharge tests of battery capacity shall be given to any battery that shows signs of degradation or has

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\*Service and Performance testing to begin subsequent to installation of the swing safety-related battery (D-305) which is expected by the end of 1992.

reached 85% of the service life expected for the application. Degradation is indicated when the battery capacity drops more than 10% of rated capacity from its previous performance test, or is below 90% of the manufacturer's rating. When performance tests are required, they may be performed in lieu of the battery service test.\*

### Basis

The tests specified are designed to demonstrate that the diesel generators will provide power for operation of equipment. They also assure that the emergency generator system controls and the control systems for the safeguards equipment will function automatically in the event of a loss of all normal AC station service power.

The testing frequency specified will be often enough to identify and correct any mechanical or electrical deficiency before it can result in a system failure. The fuel supply and starting circuits and controls are continuously monitored and any faults are alarm indicated. An abnormal condition in these systems would be signaled without having to place the diesel generators themselves on test.

Station batteries will deteriorate with time, but precipitous failure is extremely unlikely. The surveillance specified is that which has been demonstrated over the years to provide an indication of a cell becoming unserviceable long before it fails. If a battery cell has deteriorated or if a connection is loose, the voltage under load will drop excessively indicating replacement or maintenance.

A Service Test, performed at least every 18 months, demonstrates adequate battery capacity to supply power to loads required during the most demanding duty cycle. This design duty cycle occurs upon an actuation of safeguards loads in one unit coincident with a loss of off-site power. The design duty cycle is defined further in FSAR, Section 8.2.

A Performance Test will also be conducted at least every 60 months. The Performance Test is a constant discharge rate capacity test which allows comparison with the manufacturer's rating of the battery. This test is the best indicator of the effects of aging on battery capacity. Provisions are made in

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\*Service and Performance testing to begin subsequent to installation of the swing safety-related battery (D-305) which is expected by the end of 1992.

these specifications to change the test periodicity to annual when the battery is degraded or when the battery reaches that point in its service life at which capacity degradation with time is accelerated. Operability is satisfactorily demonstrated by achieving a capacity of at least 80% of the manufacturer's rating. Since the Performance Test entirely bounds the battery loads applied during a Service Test, when a Performance Test is conducted, the Service Test for that battery's current test cycle may be omitted.

These surveillance specifications are applicable to all five of the safety-related station batteries: D05, D06, D105, D106, and the swing battery D305.

#### Reference

FSAR, Section B.2



UNITED STATES  
NUCLEAR REGULATORY COMMISSION  
WASHINGTON, D. C. 20555

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION

RELATED TO AMENDMENT NOS. 136 AND 140 TO

FACILITY OPERATING LICENSE NOS. DPR-24 AND DPR-27

WISCONSIN ELECTRIC POWER COMPANY

POINT BEACH NUCLEAR PLANT, UNIT NOS. 1 AND 2

DOCKET NOS. 50-266 AND 50-301

1.0 INTRODUCTION

Wisconsin Electric Power Company (WEPCo), the licensee for Point Beach Nuclear Plant Units 1 and 2, submitted an application for changes to the Technical Specifications by letter dated September 7, 1990. This initial amendment application was intended to define and establish periodic service and performance testing requirements for safety-related station batteries. In this change request, WEPCo noted their intent to install a fifth Class 1E battery by the end of 1992. The new battery was designated battery D205. By letter dated May 10, 1991, the licensee greatly revised the earlier amendment request as a result of discussions with the NRR staff. Substantive changes were made to the battery testing requirements. In addition, WEPCo included specific identification of batteries and associated components.

By letter dated September 11, 1992 WEPCo made a few minor changes to the license amendment request. The September 1992 letter changed the designation of the new battery to D305 but did not propose any substantive change to the wording or requirements of the technical specifications. The September 1992 letter does present additional justification for allowing one out of four connected safety-related batteries to be inoperable for 24 hours. Since the September 1992 letter does not propose any substantive change to the earlier amendment request, it does not affect the proposed determination of no significant hazards.

In the three submittals, WEPCo provided the basis and evaluation for each proposed change to the Technical Specifications. The staff evaluation is based on the three WEPCo letters and on discussions between WEPCo and the staff in meetings held on July 9, 1991, in Rockville, Maryland, and on May 19, 1992, at the Point Beach Nuclear Plant site.

2.0 EVALUATION

The 125 volt DC system at Point Beach consists of four main DC distribution buses, four battery chargers and station batteries D05, D06, D105 and D106, respectively.

The licensee is installing a fifth safety-related station battery (D305) and associated distribution equipment to be in service by the end of 1992. This battery will be used as a swing battery in a manner that the battery may be



manually aligned to perform the function of any one of the existing four station batteries. In addition, installation of battery D305 will allow the removal of any one of the existing station batteries from service for testing or maintenance without entering into a limiting condition for operation.

Changes proposed to Technical Specification 15.3.7 "Auxiliary Electrical Systems" to incorporate the fifth safety-related battery are as follows:

- a. 15.3.7.A.1.f and 15.3.7.A.2.g are revised to recognize the addition of the fifth safety-related battery. The current requirement is that under the specified conditions all four batteries and their associated DC systems be operable. As proposed, four of the five safety-related station batteries and all four of the main DC distribution systems would be required to be operable. This change allows one of the five batteries to be out of service indefinitely, and putting the plant into a configuration of four available batteries.
- b. 15.3.7.B.1.f is revised to permit one of the four safety related batteries to be inoperable for up to 24 hours with the provision that four battery chargers are operable and supplying the loads to their respective main DC distribution buses.

The existing specifications allow either D05 or D06 battery to be out of service for up to 24 hours or either D105 or D106 battery to be inoperable up to 72 hours. The proposed TS change is to limit any of these batteries to be out of service for up to 24 hours. This change increases the margin of safety by reducing the out-of-service time of D105 and D106 batteries from 72 hours to 24 hours. The licensee has confirmed that no new accident potential is created as a result of this change, nor have the consequences of any accident previously evaluated changed, because in the accident analysis, the potential of limited unavailability of station batteries was assumed.

- c. 15.3.7.A.1.g and 15.3.7.A.2.h are revised for editorial clarity by adding designations for the main DC distribution buses.

Technical Specification 15.3.7.A.2 is revised to delete the following words "including Black Plant start-up" from the first sentence which currently reads: "Under abnormal condition, including Black Plant startup, one reactor may be made critical ...." The term, "Black Plant," is undefined and its deletion by the licensee eliminates ambiguity, and is acceptable.

The proposed changes to the corresponding bases section of the technical specifications are updated to explain the use of the new safety-related battery. These changes are acceptable.

The remainder of the proposed changes relate to surveillance and testing of the five safety-related batteries. Revised battery testing cycles will start after the installation of the swing safety-related battery which is scheduled

to be completed by the end of 1992. The testing of all five safety-related batteries will be carried out during the two refueling outages subsequent to the installation of the swing battery.

These other proposed changes to the technical specifications are as follows:

- d. Technical Specification Section 15.4.6.B is retitled to read "Safety-Related Station Batteries" instead of the generic title "Station Batteries". A paragraph is added to clarify that this TS change is applicable to all four safety-related station batteries and the swing battery D305 to be installed by the end of 1992.
- e. Technical Specification Section 15.4.6.B4 is revised to have a more restrictive, more definitive and more conservative testing program. It covers the following:
  1. The service test (18 months)
  2. The Performance Test (60 months)
  3. Annual performance discharge tests of battery capacity for any battery showing signs of degradation.

With the addition of the fifth battery, the tests will be performed with the battery being tested off line. The swing safety-related battery will replace the battery that is taken out of service for testing purposes.

At present the batteries are tested on-line (during power operation). Under the proposed TS amendment, battery testing in the future will be done off-line. Testing the batteries off-line has less impact on potential plant operations and therefore has no effect on previously evaluated accidents. The provisions of off-line testing and the more stringent service and performance testing will provide greater assurance that the batteries are capable of performing their functions. It does not create the potential for new accidents not previously analyzed and there is no significant reduction in the margin of safety.

WEPCo is also installing a new nonsafety-related station battery capable of supplying nonsafety-related loads (turbine bearing emergency lube oil pumps, etc.). This battery is designated D205. The operability, surveillance, and testing requirements will not apply to this battery. However, the new battery will be beneficial in carrying loads which are now connected to the existing safety-related batteries. When this modification is complete, the total loads on the safety batteries will be reduced. By comparing the duty cycle profiles for the performance test and the service test, the performance test profile bounds the battery loads applied during the service test. Technical Specification Section 15.4.6.4.c is changed to state that "When performance tests are required, they may be performed in lieu of the battery service test." The September 11, 1992 letter revised the bases section changes to clarify that the performance "entirely" bounds the service test. Since the performance test bounds the service test, these changes are acceptable.

The corresponding bases section of the technical specifications is revised to add explanations of the service and performance tests. These changes are acceptable.

### 3.0 STATE CONSULTATION

In accordance with the Commission's regulations, the Wisconsin State official was notified of the proposed issuance of the amendment. The State official had no comments.

### 4.0 ENVIRONMENTAL CONSIDERATION

These amendments involve changes in the installation or use of a facility component located within the restricted area as defined in 10 CFR Part 20 or change an inspection or surveillance requirement. The staff has determined that the amendments involve no significant increase in the amounts, and no significant change in the types, of any effluents that may be released offsite, and that there is no significant increase in individual or cumulative occupational radiation exposure. The Commission has previously published a proposed finding that these amendments involve no significant hazards consideration and there has been no public comment on such finding (56 FR 29283). Accordingly, these amendments meet the eligibility criteria for categorical exclusion set forth in 10 CFR §51.22(c)(9). Pursuant to 10 CFR 51.22(b), no environmental impact statement or environmental assessment need be prepared in connection with the issuance of these amendments.

### 5.0 CONCLUSION

The staff has concluded, based on the considerations discussed above, that (1) there is reasonable assurance that the health and safety of the public will not be endangered by operation in the proposed manner, (2) such activities will be conducted in compliance with the Commission's regulations, and (3) the issuance of the amendments will not be inimical to the common defense and security or to the health and safety of the public.

Principal Contributor: S. N. Saba

Date: November 23, 1992