

June 16, 1993

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: CORRECTION TO AMENDMENT NOS. 139 AND 143 TO FACILITY OPERATING  
LICENSE NOS. DPR-24 AND DPR-27 (TACS M77631 AND M77632)

The Commission issued Amendment Nos. 139 and 143 to Facility Operating License Nos. DPR-24 and DPR-27 for the Point Beach Nuclear Plant, Units 1 and 2 on May 6, 1993. Inadvertently, T.S. Page 15.3.3-2 did not cover the changes made with Amendment Nos. 138 and 142 to Facility Operating License Nos. DPR-24 and DPR-27. Also T.S. Page 15.3.3-7 did not indicate on the bottom left-hand corner that a change had been made by Amendment Nos. 138 and 142. The corrected pages are enclosed for your use.

We are sorry for any inconvenience this error may have caused.

Sincerely,

**ORIGINAL SIGNED BY:**

Anthony T. Gody, Jr., Sr. Project Manager  
Project Directorate III-3  
Division of Reactor Projects III/IV/V  
Office of Nuclear Reactor Regulation

Enclosures:

1. T.S. Page 15.3.3-2
2. T.S. Page 15.3.3-7

cc w/enclosures:  
See next page

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OFFICE	PDIII-3:LA:DRPW	PDIII-3:PM:DRPW	PDIII-3:PD:DRPW
NAME	MRushbrook	ATGody/bj	JHannon
DATE	6/14/93	6/15/93	6/16/93

OFFICIAL RECORD

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PDR ADOCK 05000266  
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Mr. Robert E. Link  
Wisconsin Electric Power Company

Point Beach Nuclear Plant  
Unit Nos. 1 and 2

cc:

Ernest L. Blake, Jr.  
Shaw, Pittman, Potts & Trowbridge  
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Mr. Gregory J. Maxfield, Manager  
Point Beach Nuclear Plant  
Wisconsin Electric Power Company  
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Two Rivers, Wisconsin 54241

Town Chairman  
Town of Two Creeks  
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Two Rivers, Wisconsin 54241

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Hills Farms State Office Building  
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Regional Administrator, Region III  
U.S. Nuclear Regulatory Commission  
799 Roosevelt Road  
Glen Ellyn, Illinois 60137

Resident Inspector's Office  
U.S. Nuclear Regulatory Commission  
6612 Nuclear Road  
Two Rivers, Wisconsin 54241

- f. The isolation valves in the discharge header of the high head safety injection system are in the open position.
  - g. All valves, interlocks, and piping associated with the above components and required to function during accident conditions are operable.
  - h. During conditions of operation with reactor coolant system pressure in excess of 1,000 psig, the source of AC power shall be removed from the accumulator isolation valves MOV-841A and B at the motor control center and the valves shall be open.
  - i. Power may be restored to MOV-841A and B for the purpose of valve testing or maintenance providing the testing and maintenance is completed and power is removed within four hours.
2. During power operation, the requirements of 15.3.3.A.1, Items b and c, may be modified to allow one of each of the following components to be inoperable at any one time. If the system is not restored to meet the requirements of 15.3.3.A.1 within the time period specified, the reactor shall be placed in the hot shutdown condition. If the requirements of 15.3.3.A.1 are not satisfied within an additional 48 hours, the reactor shall be placed in the cold shutdown condition.
- a. One accumulator may be isolated to perform a check valve leakage test or be otherwise inoperable for a period of up to one hour. Before isolating an accumulator, the other accumulator isolation valve shall be checked open.
  - b. One safety injection pump may be out of service, provided the pump is restored to operable status within 24 hours. The other safety injection pump shall be operable.
  - c. Any valve in these systems required to function during accident conditions may be inoperable provided repairs are completed within 24 hours. Prior to initiating repairs, all valves in the system that provide the duplicate function shall be operable.
3. During power operation, the requirements of 15.3.3.A.1, Items d and e, may be modified to allow one of each of the following components to be inoperable at any one time. If the component is not restored to meet

Unit 1 Amendment 66, 738, 139

15.3.3-2

Unit 2 Amendment 71, 742, 143

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The operable status of the various systems and components is to be demonstrated by periodic tests, defined by Specification 15.4.5. A large fraction of these tests will be performed while the reactor is operating in the power range. If a component is found to be inoperable it will be possible in most cases to effect repairs and restore the system to full operability within a relatively short time. For a single component to be inoperable does not negate the ability of the system to perform its function, but it reduces the redundancy provided in the reactor design and thereby limits the ability to tolerate additional equipment failures. If it develops that (a) the inoperable component is not repaired within the specified allowable time period or (b) a second component in the same or related system is found to be inoperable, the reactor will initially be put in the hot shutdown condition to provide for reduction of the decay heat from the fuel, and consequent reduction of cooling requirements after a postulated loss-of-coolant accident. This will also permit improved access for repairs in some cases. After a limited time in hot shutdown, if the malfunction(s) are not corrected, the reactor will be placed in the cold shutdown condition, utilizing normal shutdown and cooldown procedures. For example, specification 15.3.3.A.2.a allows one accumulator to be isolated or otherwise inoperable for periods of up to one hour. An inoperable accumulator may be defined as one with its outlet MOV shut, no pressure instrumentation operable, or water and/or nitrogen spaces cross-connected with the accumulator on the other loop. If the inoperable accumulator is not restored within one hour then the conditions of specification 15.3.0.A and 15.3.0.B apply which requires the affected unit, if critical, to be in hot shutdown within three hours and in cold shutdown within 48 hours if the condition is not corrected. In the cold shutdown condition there is no possibility of an accident that would release fission products or damage the fuel elements.

The specified repair times do not apply to regularly scheduled maintenance of the engineered safety systems, which is normally to be performed during refueling shutdowns. The limiting times to repair are based on:

- 1) Assuring with high reliability that the safety system will function properly if required to do so.
- 2) Allowances of sufficient time to effect repairs using safe and proper procedures.