

July 25, 1997

Mr. Richard R. Grigg  
Chief Nuclear Officer  
Wisconsin Electric Power Company  
231 West Michigan Street, Room P379  
Milwaukee, WI 53201

SUBJECT: POINT BEACH NUCLEAR PLANT, UNIT NOS. 1 AND 2 - ISSUANCE OF  
REVISED TECHNICAL SPECIFICATION BASES RE: BATTERY CHARGER  
OPERABILITY (TAC NOS. M99198 AND M99199)

Dear Mr. Grigg:

On June 30, 1997, Wisconsin Electric Power Company (WEPCO) submitted a change to the bases for Technical Specifications (TS) for Facility Operating License Nos. DPR-24 and DPR-27 for the Point Beach Nuclear Plant, Units 1 and 2, respectively. The changes to the TS bases for TS 15.3.7, "Auxiliary Electrical Systems," documents that a battery charger is inoperable if its output is not connected to a battery. This change was requested as part of the corrective actions provided in response to a notice of violation in Inspection Reports 50-266/96-303 and 50-301/96-303 as committed to in WEPCO's letter dated February 24, 1997 (NPL-97-0050). The revised bases pages 15.3.7-6 are enclosed for both units. If you have any questions, please contact me at (301) 415-1380.

Sincerely,

ORIGINAL SIGNED BY

Linda L. Gundrum, Project Manager  
Project Directorate III-1  
Division of Reactor Projects - III/IV  
Office of Nuclear Reactor Regulation

Docket Nos. 50-266 and 50-301

Enclosures: 1. Bases Page 15.3.7-6 for DPR-24  
2. Bases Page 15.3.7-6 for DPR-27

cc w/encls: See next page

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Mr. Richard R. Grigg  
Wisconsin Electric Power Company

Point Beach Nuclear Plant  
Unit Nos. 1 and 2

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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 bus tie-breaker specifications have provisions that the required redundant decay heat removal for the shutdown unit and the required redundant shared engineered safety features for the other unit are operable. The specification that applies only to the defueled condition does not have the provision for the required redundant decay heat removal for the shutdown unit. It has provision for verifying the adequacy of a single train of spent fuel pool cooling in lieu of the consideration of decay heat removal for a reactor in cold shutdown.

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. However, one of the four connected battery chargers may be inoperable for up to two hours to allow the transfer to a standby battery charger or return the inoperable battery charger to service. The 2-hour outage time is based on Regulatory Guide 1.93 and reflects a reasonable time to assess plant status and either connect an operable battery charger to the affected bus or prepare to effect an orderly and safe shutdown of the operating unit(s). 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.i. Explicit to Specification 15.3.7.B.1.i is the requirement that the four connected battery chargers remain operable. Implicit to the operability of a battery charger is the quality of its output power. Power quality can only be assured when each charger is connected to a battery that adequately filters the output of the charger. A battery charger is inoperable if its output is not connected to a battery. The connected battery need not meet Technical Specification operability requirements. These limiting conditions

Unit 1 - Amendment No. ~~84,87,134,136,148,152,~~ 154

Unit 2 - Amendment No. ~~88,92,138,140,152,156,~~ 158

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Revised by NRC letter dated July 25, 1997

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