FPL Energy Point Beach, LLC, 6610 Nuclear Road, Two Rivers, WI 54241

FPL Energy
Point Beach Nuclear Plant

December 21, 2007

NRC 2007-0101
10 CFR 50.90

U. S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, DC 20555

Point Beach Nuclear Plant, Units 1 and 2
Dockets 50-266 and 50-301
Renewed License Nos. DPR-24 and DPR-27

Response to Request for Additional Information
License Amendment Request 256
One-Time Extension of Containment Integrated Leakage Rate Test Interval

References: (1) FPL Energy Point Beach, LLC to NRC Letter Dated October 12, 2007, License Amendment Request 256, One-Time Extension of Containment Integrated Leakage Rate Test Interval, (ML072910053)
(2) NRC to FPL Energy Point Beach LLC Letter Dated December 17, 2007, Point Beach Nuclear Plant, Units 1 and 2 - Request for Additional Information Related to the Containment Integrated Leak Rate Testing (ILRT) Interval Extensions for Point Beach, Units 1 and 2 (MD7013 and MD7014)

Via Reference (1) FPL Energy Point Beach, LLC (FPLE-PB) submitted a proposed license amendment request for Commission review and approval pursuant to 10 CFR 50.90 for the Point Beach Nuclear Plant (PBNP), Units 1 and 2. The proposed amendment would extend the containment integrated leak rate testing interval for both of the units on a one-time basis from 10 to 15 years.

On December 6, 2007, a telephone conference was held between NRC and FPL Energy personnel. During the conference, License Amendment Request 256 was discussed and additional information was requested by the Commission to enable further review of the application. It was agreed that the response to the request for additional information, Reference (2), would be submitted by FPLE-PB by January 7, 2008.

The enclosure of this letter provides the FPLE-PB response to the request for additional information listed as Reference (2).

FPLE-PB has determined that the response to this request for additional information does not alter the conclusions contained in the no significant hazards consideration nor the environmental consideration associated with the proposed amendment and Technical Specification changes.

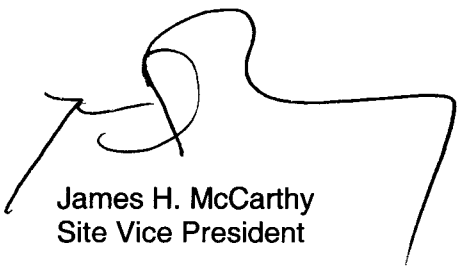
The submittal contains no new commitments or revisions to existing commitments.

In accordance with 10 CFR 50.91, a copy of this response to a request for additional information is being provided to the designated Wisconsin Official.

I declare under penalty of perjury that the foregoing is true and correct.
Executed on December 21, 2007

Very truly yours,

FPL Energy Point Beach, LLC



James H. McCarthy
Site Vice President

Enclosure

cc: Administrator, Region III, USNRC
Project Manager, Point Beach Nuclear Plant, USNRC
Resident Inspector, Point Beach Nuclear Plant, USNRC
PSCW

**ENCLOSURE**

**FPL ENERGY POINT BEACH, LLC**
**POINT BEACH NUCLEAR PLANT, UNITS 1 AND 2**

**LICENSE AMENDMENT REQUEST 256**
**ONE-TIME EXTENSION OF CONTAINMENT**
**INTEGRATED LEAKAGE RATE TEST INTERVAL**

**RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION**

The following information is provided by FPL Energy Point Beach, LLC (FPLE-PB) in response to the NRC staff's request for additional information dated December 17, 2007.

**Question 1**

*With reference to Section 3.2.2 of the LAR, please indicate the current test intervals under Option B for the Type B and Type C LLRT. Please provide a schedule for the Type B and Type C tests on containment pressure-retaining boundaries that are or will be scheduled to be performed prior to and during the requested 5-year extension period.*

**FPLE-PB Response**

The following tables provide the Type B and Type C local leak rate test (LLRT) information for Point Beach Nuclear Plant (PBNP) Units 1and 2. The "Next Scheduled Test" column lists the refueling outage during which the penetration is scheduled to be tested via a LLRT. The test frequencies are established based upon performance utilizing the requirements of Appendix J Option B. The test frequencies are reevaluated prior to the start of each refueling outage for potential changes.

**Frequency Codes**

XX = containment electrical penetrations that do not incorporate flexible metal seals but contains a ceramic/metal welded boundary and are not required to be Type B tested. These penetrations contain a nitrogen cover gas at 15 psig used to prevent moisture from entering these components. A routine surveillance is performed to check nitrogen pressure. A local test, Operations Refueling Test (ORT) 70 is approved for use in the event these penetrations cannot maintain the nitrogen cover gas. If the nitrogen cover cannot be maintained, the penetration is added to the Appendix J testing program for trending and evaluation.

**Schedule Codes**

| | | | |
|---|---|---|---|
| U1R31 | PBNP Unit 1 Fall 2008 Outage | U2R29 | PBNP Spring 2008 Outage |
| U1R32 | PBNP Spring 2010 Outage | U2R30 | PBNP Fall 2009 Outage |

| Penetration Number | Penetration Name | Procedure Number | Current Frequency (Months) | Next Scheduled Test |
|---|---|---|---|---|
| 1C-1 | Equipment Access Air Lock | ORT 13 Unit 1 | 18 | U1R31 |
| 1C-1 | Equipment Access Air Lock | TS 10 | 18 | U1R31 |
| 1C-2 | Personnel Access Air Lock | TS 10 | 18 | U1R31 |
| 1C-3 | Containment Fuel Transfer Tube | ORT 12 Unit 1 | 18 | U1R31 |
| 1C-3 | Containment Fuel Transfer Tube | ORT 79 Unit 1 | 36 | U1R32 |
| 1CPP-09 | U1C Pipe Penetration – 1T-16 RCDT Drain | ORT 25 Unit 1 | 36 | U1R32 |
| 1CPP-10 | U1C Pipe Penetration - Reactor Coolant System Letdown | ORT 26 Unit 1 | 36 | U1R31 |
| 1CPP-11 | U1C Pipe Penetration - Reactor Coolant Pump Seal Water Return | ORT 27 Unit 1 | 18 | U1R31 |
| 1CPP-12A | U1C Pipe Penetration - Demineralized Water | ORT 28 Unit 1 | 36 | U1R31 |
| 1CPP-12C | U1C Pipe Penetration - Waste Gas Vent Header | ORT 30 Unit 1 | 36 | U1R32 |
| 1CPP-14A | U1C Pipe Penetration - Nitrogen Supply to 1T-2 Pressurizer Relief Tank | ORT 31 Unit 1 | 18 | U1R31 |
| 1CPP-14B | U1C Pipe Penetration - Containment Pressure Transmitter | ORT 66B Unit 1 | 18 | U1R31 |
| 1CPP-14C | U1C Pipe Penetration - Nitrogen Supply to 1T-34A/B SI Accumulator | ORT 32 Unit 1 | 18 | U1R31 |
| 1CPP-15 | U1C Pipe Penetration - CC to 1P-1A Reactor Coolant Pump | ORT 68 Unit 1 | 36 | U1R32 |
| 1CPP-16 | U1C Pipe Penetration - CC to 1P-1B Reactor Coolant Pump | ORT 69 Unit 1 | 36 | U1R31 |
| 1CPP-17 | U1C Pipe Penetration - CC Return from 1P-1A Reactor Coolant Pump | ORT 68 Unit 1 | 36 | U1R32 |
| 1CPP-18 | U1C Pipe Penetration - CC Return from 1P-1B Reactor Coolant Pump | ORT 69 Unit 1 | 36 | U1R31 |
| 1CPP-19 | U1C Pipe Penetration - CC to 1HX-4 Excess Letdown Heat Exchanger (HX) | ORT 67 Unit 1 | 36 | U1R32 |
| 1CPP-20 | U1C Pipe Penetration - CC Return from 1HX-4 Excess Letdown HX | ORT 67 Unit 1 | 36 | U1R32 |
| 1CPP-25C | U1C Pipe Penetration - Post-Accident Containment Vent System Supply | ORT 33 Unit 1 | 18 | U1R31 |
| 1CPP-26 | U1C Pipe Penetration - Charging Line | ORT 34 Unit 1 | 18 | U1R31 |
| 1CPP-28A | U1C Pipe Penetration - Hot Leg Reactor Coolant System Sample | ORT 35 Unit 1 | 36 | U1R31 |
| 1CPP-28B | U1C Pipe Penetration - Pressurizer Liquid Sample | ORT 36 Unit 1 | 18 | U1R31 |
| 1CPP-28C | U1C Pipe Penetration - Pressurizer Steam Space Sample | ORT 37 Unit 1 | 36 | U1R31 |
| 1CPP-29A | U1C Pipe Penetration - Seal Water to 1P-1A Reactor Coolant Pump | ORT 39 Unit 1 | 36 | U1R32 |
| 1CPP-29B | U1C Pipe Penetration - Seal Water to 1P-1B Reactor Coolant Pump | ORT 40 Unit 1 | 36 | U1R32 |
| 1CPP-30C | U1C Pipe Penetration – Reactor Makeup Water to Connection | ORT 42 Unit 1 | 18 | U1R31 |
| 1CPP-31A | U1C Pipe Penetration - Containment Pressure Transmitter | ORT 66A Unit 1 | 18 | U1R31 |
| 1CPP-31B | U1C Pipe Penetration - Post-Accident Containment Vent System Sample | ORT 43 Unit 1 | 36 | U1R32 |
| 1CPP-31C | U1C Pipe Penetration - Post-Accident Containment Vent System Exhaust | ORT 44 Unit 1 | 18 | U1R31 |
| 1CPP-32A | U1C Pipe Penetration - Containment Pressure Transmitter | ORT 66C Unit 1 | 18 | U1R31 |
| 1CPP-32B | U1C Pipe Penetration – Safety Injection Test Line | ORT 24 Unit 1 | 36 | U1R32 |
| 1CPP-32C | U1C Pipe Penetration - Auxiliary Charging Line | ORT 46 Unit 1 | 36 | U1R31 |
| 1CPP-33A | U1C Pipe Penetration - Instrument Air Supply to Containment | ORT 47 Unit 1 | 36 | U1R31 |
| 1CPP-33B | U1C Pipe Penetration - Instrument Air Supply to Containment | ORT 48 Unit 1 | 36 | U1R31 |
| 1CPP-33C | U1C Pipe Penetration - Service Air to Containment | ORT 49 Unit 1 | 18 | U1R31 |

| Penetration Number | Penetration Name | Procedure Number | Current Frequency (Months) | Next Scheduled Test |
|---|---|---|---|---|
| 1CPP-34A | U1C Pipe Penetration - Gas Analyzer from 1T-2 Pressurizer Relief Tank | ORT 50 Unit 1 | 36 | U1R31 |
| 1CPP-34B | U1C Pipe Penetration - Steam Generator Sample | ORT 51 Unit 1 | 36 | U1R31 |
| 1CPP-34C | U1C Pipe Penetration - Steam Generator Sample | ORT 52 Unit 1 | 36 | U1R31 |
| 1CPP-34D | U1C Pipe Penetration - Gas Analyzer from 1T-16 RCDT | ORT 53 Unit 1 | 36 | U1R32 |
| 1CPP-50 | U1C Pipe Penetration – 1HX-1B Steam Generator Blowdown | ORT 54 Unit 1 | 36 | U1R31 |
| 1CPP-51 | U1C Pipe Penetration - 1HX-1A Steam Generator Blowdown | ORT 55 Unit 1 | 36 | U1R32 |
| 1CPP-54 | U1C Pipe Penetration - Containment Spray | ORT 59 Unit 1 | 18 | U1R31 |
| 1CPP-55 | U1C Pipe Penetration - Containment Spray | ORT 60 Unit 1 | 18 | U1R31 |
| 1CPP-56 | U1C Pipe Penetration - Containment Test Connection | ORT 58 Unit 1 | 18 | U1R31 |
| 1CPP-71 | U1C Pipe Penetration - Sump A to Primary Auxiliary Bldg Sump | ORT 61 Unit 1 | 36 | U1R31 |
| 1CPP-V1 | U1C Pipe Penetration - Purge Exhaust | TS 35 | 18 | U1R31 |
| 1CPP-V2 | U1C Pipe Penetration - Purge Supply | TS 35 | 18 | U1R31 |
| 1CPP-X1 | U1C Pipe Penetration - Supply to 1RE-211 and 1RE-212 | ORT 64 Unit 1 | 36 | U1R32 |
| 1CPP-X2 | U1C Pipe Penetration - Return from 1RE-211 and 1RE-212 | ORT 65 Unit 1 | 18 | U1R31 |
| 1Q-03 | U1C Electrical Penetration 3 | ORT 70 Unit 1 | XX | U1R31 |
| 1Q-04 | U1C Electrical Penetration 4 | ORT 70 Unit 1 | XX | |
| 1Q-05 | U1C Electrical Penetration 5 - Motors | ORT 70 Unit 1 | XX | |
| 1Q-06 | U1C Electrical Penetration 6 - Thermocouples | ORT 70 Unit 1 | XX | |
| 1Q-07 | U1C Electrical Penetration 7 - Heaters/Power Receptacle | ORT 70 Unit 1 | XX | |
| 1Q-08 | U1C Electrical Penetration 8 - Motors | ORT 70 Unit 1 | XX | |
| 1Q-09 | U1C Electrical Penetration 9 - LP's | ORT 70 Unit 1 | XX | |
| 1Q-10 | U1C Electrical Penetration 10 - Motor-Operated Valves/Various Other Valves | ORT 70 Unit 1 | XX | |
| 1Q-11 | U1C Electrical Penetration 11 - Gai-Tronics PA/RF System | ORT 70 Unit 1 | XX | |
| 1Q-12 | U1C Electrical Penetration 12 - RTDs/Sensors | ORT 70 Unit 1 | XX | |
| 1Q-13 | U1C Electrical Penetration 13 - 1P-1A-M Reactor Coolant Pump Motor | ORT 70 Unit 1 | XX | |
| 1Q-14 | U1C Electrical Penetration 14 - 1P-1A-M Reactor Coolant Pump Motor | ORT 70 Unit 1 | XX | |
| 1Q-16 | U1C Electrical Penetration 16 - 1P-1B-M Reactor Coolant Pump Motor | ORT 70 Unit 1 | XX | |
| 1Q-17 | U1C Electrical Penetration 17 - 1P-1B-M Reactor Coolant Pump Motor | ORT 70 Unit 1 | XX | |
| 1Q-18 | U1C Electrical Penetration 18 - Nuclear Detector Junction Boxes (JB) | ORT 70 Unit 1 | XX | |
| 1Q-19 | U1C Electrical Penetration 19 - 1P-1A RCP/RTDs/Nuclear Detector JBs | ORT 70 Unit 1 | XX | |
| 1Q-21 | U1C Electrical Penetration 21 - Incore Thermocouple Connectors | ORT 72 Unit 1 | 36 | U1R31 |
| 1Q-22 | U1C Electrical Penetration 22 – RTDs/Reactor Coolant System Safety Valves | ORT 72 Unit 1 | 36 | U1R31 |
| 1Q-23 | U1C Electrical Penetration 23 - Nuclear Detector JBs | ORT 70 Unit 1 | XX | |
| 1Q-24 | U1C Electrical Penetration 24 – RTDs/Nuclear Detector JBs | ORT 70 Unit 1 | XX | |
| 1Q-25 | U1C Electrical Penetration 25 - Rod Position Detectors | ORT 70 Unit 1 | XX | |

| Penetration Number | Penetration Name | Procedure Number | Current Frequency (Months) | Next Scheduled Test |
|---|---|---|---|---|
| 1Q-26 | U1C Electrical Penetration 26 – Motor-Operated Valves | ORT 70 Unit 1 | XX | |
| 1Q-27 | U1C Electrical Penetration 27 - Motors | ORT 70 Unit 1 | XX | |
| 1Q-28 | U1C Electrical Penetration 28 - Spare | ORT 73 Unit 1 | 36 | U1R32 |
| 1Q-38 | U1C Electrical Penetration 38 - Containment Crane | ORT 70 Unit 1 | XX | |
| 1Q-40 | U1C Electrical Penetration 40 - Motors | ORT 70 Unit 1 | XX | U1R31 |
| 1Q-42 | U1C Electrical Penetration 42 – Control Rod Drive Mechanisms | ORT 70 Unit 1 | XX | |
| 1Q-47 | U1C Electrical Penetration 47 - Heaters | ORT 70 Unit 1 | XX | |
| 1Q-49 | U1C Electrical Penetration 49 – Control Rod Drive Mechanisms | ORT 70 Unit 1 | XX | |
| 1Q-51 | U1C Electrical Penetration 51 – Control Rod Drive Mechanisms | ORT 70 Unit 1 | XX | |
| 1Q-53 | U1C Electrical Penetration 53 – Nuclear Detector JBs | ORT 70 Unit 1 | XX | |
| 1Q-54 | U1C Electrical Penetration 54 – Nuclear Detector JBs | ORT 74 Unit 1 | 36 | U1R32 |
| 1Q-55 | U1C Electrical Penetration 55 – RTDs/Nuclear Detector JBs | ORT 70 Unit 1 | XX | U1R31 |
| 1Q-56 | U1C Electrical Penetration 56 – RTDs/Nuclear Detector JBs | ORT 70 Unit 1 | XX | |
| 1Q-57 | U1C Electrical Penetration 57 – Motor-Operated Valves | ORT 70 Unit 1 | XX | U1R31 |
| 1Q-58 | U1C Electrical Penetration 58 | ORT 71 Unit 1 | 36 | U1R32 |
| 2C-1 | Equipment Access Air Lock (Lower) | ORT 13 Unit 2 | 18 | U2R29 |
| 2C-1 | Equipment Access Air Lock (Lower) | TS-10 | 18 | U2R29 |
| 2C-2 | Personnel Access Air Lock | TS-10 | 18 | U2R29 |
| 2C-3 | Containment Fuel Transfer Tube | ORT 12 Unit 2 | 18 | U2R29 |
| 2C-3 | Containment Fuel Transfer Tube | ORT 79 Unit 2 | 36 | U2R29 |
| 2CPP-09 | U2C Pipe Penetration – 2T-16 RCDT Drain | ORT 25 Unit 2 | 18 | U2R29 |
| 2CPP-10 | U2C Pipe Penetration - RC System Letdown | ORT 26 Unit 2 | 18 | U2R29 |
| 2CPP-11 | U2C Pipe Penetration - RCP Seal Water Return | ORT 27 Unit 2 | 18 | U2R29 |
| 2CPP-12A | U2C Pipe Penetration – Demineralized Water | ORT 28 Unit 2 | 36 | U2R29 |
| 2CPP-12C | U2C Pipe Penetration - Waste Gas Vent Header | ORT 30 Unit 2 | 36 | U2R29 |
| 2CPP-14A | U2C Pipe Penetration - Nitrogen Supply to 2T-2 PRT | ORT 31 Unit 2 | 18 | U2R29 |
| 2CPP-14B | U2C Pipe Penetration - Containment Pressure Transmitter | ORT 66B Unit 2 | 18 | U2R29 |
| 2CPP-14C | U2C Pipe Penetration - Nitrogen Supply to 2T-34A/B SI Accumulator | ORT 32 Unit 2 | 18 | U2R29 |
| 2CPP-15 | U2C Pipe Penetration - CC to 2P-1A RCP | ORT 68 Unit 2 | 36 | U2R29 |
| 2CPP-16 | U2C Pipe Penetration - CC to 2P-1B RCP | ORT 69 Unit 2 | 36 | U2R29 |
| 2CPP-17 | U2C Pipe Penetration - CC Return from 2P-1A RCP | ORT 68 Unit 2 | 36 | U2R29 |
| 2CPP-18 | U2C Pipe Penetration - CC Return from 2P-1B RCP | ORT 69 Unit 2 | 36 | U2R29 |
| 2CPP-19 | U2C Pipe Penetration - CC to 2HX-4 Excess Letdown Heat Exchanger (HX) | ORT 67 Unit 2 | 36 | U2R29 |
| 2CPP-20 | U2C Pipe Penetration - CC Return from 2HX-4 Excess Letdown HX | ORT 67 Unit 2 | 36 | U2R29 |
| 2CPP-26 | U2C Pipe Penetration - Charging Line | ORT 34 Unit 2 | 36 | U2R29 |

| Penetration Number | Penetration Name | Procedure Number | Current Frequency (Months) | Next Scheduled Test |
|---|---|---|---|---|
| 2CPP-28A | U2C Pipe Penetration - Hot Leg RC System Sample | ORT 35 Unit 2 | 36 | U2R29 |
| 2CPP-28B | U2C Pipe Penetration - PZR Liquid Sample | ORT 36 Unit 2 | 18 | U2R29 |
| 2CPP-28C | U2C Pipe Penetration - PZR Steam Space Sample | ORT 37 Unit 2 | 36 | U2R29 |
| 2CPP-29A | U2C Pipe Penetration – Seal Water to 2P-1A RCP | ORT 39 Unit 2 | 36 | U2R29 |
| 2CPP-29B | U2C Pipe Penetration - Seal Water to 2P-1B RCP | ORT 40 Unit 2 | 36 | U2R29 |
| 2CPP-30C | U2C Pipe Penetration - RMW to Connection | ORT 42 Unit 2 | 18 | U2R29 |
| 2CPP-31A | U2C Pipe Penetration - Containment Pressure Transmitter | ORT 66A Unit 2 | 18 | U2R29 |
| 2CPP-31B | U2C Pipe Penetration - PACVS Sample | ORT 43 Unit 2 | 36 | U2R29 |
| 2CPP-31C | U2C Pipe Penetration - PACVS Exhaust | ORT 44 Unit 2 | 18 | U2R29 |
| 2CPP-32A | U2C Pipe Penetration - Containment Pressure Transmitter | ORT 66C Unit 2 | 18 | U2R29 |
| 2CPP-32B | U2C Pipe Penetration – SI Test Line | ORT 24 Unit 2 | 36 | U2R30 |
| 2CPP-32C | U2C Pipe Penetration - Auxiliary Charging Line | ORT 46 Unit 2 | 36 | U2R29 |
| 2CPP-33A | U2C Pipe Penetration – IA Supply to Containment | ORT 47 | 36 | U2R30 |
| 2CPP-33B | U2C Pipe Penetration - IA Supply to Containment | ORT 48 Unit 2 | 36 | U2R30 |
| 2CPP-33C | U2C Pipe Penetration - Service Air to Containment | ORT 49 Unit 2 | 18 | U2R29 |
| 2CPP-34A | U2C Pipe Penetration - Gas Analyzer from 2T-2 PRT | ORT 50 Unit 2 | 36 | U2R30 |
| 2CPP-34B | U2C Pipe Penetration - Steam Generator Sample | ORT 51 Unit 2 | 18 | U2R29 |
| 2CPP-34C | U2C Pipe Penetration - Steam Generator Sample | ORT 52 Unit 2 | 36 | U2R29 |
| 2CPP-34D | U2C Pipe Penetration - Gas Analyzer from 2T-16 RCDT | ORT 53 Unit 2 | 36 | U2R29 |
| 2CPP-42C | U2C Pipe Penetration - Post-Accident Containment Vent System Supply | ORT 33 Unit 2 | 18 | U2R29 |
| 2CPP-50 | U2C Pipe Penetration - 2HX-1B Steam Generator Blowdown | ORT 54 Unit 2 | 36 | U2R30 |
| 2CPP-51 | U2C Pipe Penetration - 2HX-1A Steam Generator Blowdown | ORT 55 Unit 2 | 18 | U2R29 |
| 2CPP-54 | U2C Pipe Penetration – Containment Spray | ORT 59 Unit 2 | 18 | U2R29 |
| 2CPP-55 | U2C Pipe Penetration - Containment Spray | ORT 60 Unit 2 | 18 | U2R29 |
| 2CPP-56 | U2C Pipe Penetration - Containment Test Connection | ORT 58 Unit 2 | 18 | U2R29 |
| 2CPP-67 | U2C Pipe Penetration - Refueling | ORT 85 Unit 2 | 36 | U2R29 |
| 2CPP-71 | U2C Pipe Penetration - Sump A to Primary Auxiliary Building Sump | ORT 61 Unit 2 | 36 | U2R29 |
| 2CPP-V1 | U2C Pipe Penetration - Purge Exhaust | TS 36 | 18 | U2R29 |
| 2CPP-V2 | U2C Pipe Penetration - Purge Supply | TS 36 | 18 | U2R29 |
| 2CPP-X1 | U2C Pipe Penetration - Supply to 2RE-211 and 2RE-212 | ORT 64 Unit 2 | 36 | U2R30 |
| 2CPP-X2 | U2C Pipe Penetration - Return from 2RE-211 and 2RE-212 | ORT 65 Unit 2 | 18 | U2R29 |
| 2Q-01 | U2C Electrical Penetration 1 | ORT 73 Unit 2 | 36 | U2R30 |
| 2Q-02 | U2C Electrical Penetration 2 | ORT 70 Unit 2 | XX | |
| 2Q-03 | U2C Electrical Penetration 3 | ORT 70 Unit 2 | XX | U2R29 |
| 2Q-04 | U2C Electrical Penetration 4 | ORT 70 Unit 2 | XX | |
| 2Q-05 | U2C Electrical Penetration 5 - Motors | ORT 70 Unit 2 | XX | |

| Penetration Number | Penetration Name | Procedure Number | Current Frequency (Months) | Next Scheduled Test |
|---|---|---|---|---|
| 2Q-06 | U2C Electrical Penetration 6 - Thermocouples | ORT 70 Unit 2 | XX | |
| 2Q-07 | U2C Electrical Penetration 7 - Heaters | ORT 70 Unit 2 | XX | |
| 2Q-08 | U2C Electrical Penetration 8 - Motors | ORT 70 Unit 2 | XX | |
| 2Q-09 | U2C Electrical Penetration 9 | ORT 70 Unit 2 | XX | |
| 2Q-10 | U2C Electrical Penetration 10 – Motor-Operated Valves | ORT 70 Unit 2 | XX | |
| 2Q-11 | U2C Electrical Penetration 11 | ORT 70 Unit 2 | XX | |
| 2Q-12 | U2C Electrical Penetration 12 - RTDs | ORT 70 Unit 2 | XX | |
| 2Q-13 | U2C Electrical Penetration 13 - 2P-1A-M RCP Motor | ORT 70 Unit 2 | XX | |
| 2Q-14 | U2C Electrical Penetration 14 - 2P-1A-M RCP Motor | ORT 70 Unit 2 | XX | |
| 2Q-16 | U2C Electrical Penetration 16 - 2P-1B-M RCP Motor | ORT 70 Unit 2 | XX | |
| 2Q-17 | U2C Electrical Penetration 17 - 2P-1B-M RCP Motor | ORT 70 Unit 2 | XX | |
| 2Q-18 | U2C Electrical Penetration 18 - Nuclear Detector JBs | ORT 70 Unit 2 | XX | |
| 2Q-19 | U2C Electrical Penetration 19 - 2P-1A RCP/RTDs/Nuc Det JBs | ORT 70 Unit 2 | XX | |
| 2Q-20 | U2C Electrical Penetration 20 – Incore Thermocouple Connectors | ORT 72 Unit 2 | 36 | U2R30 |
| 2Q-22 | U2C Electrical Penetration 22 – Incore Thermocouple Connectors | ORT 72 Unit 2 | 36 | U2R30 |
| 2Q-23 | U2C Electrical Penetration 23 - Nuclear Detector JBs | ORT 70 Unit 2 | XX | |
| 2Q-24 | U2C Electrical Penetration 24 - RTDs/Nuclear Detector JBs | ORT 70 Unit 2 | XX | |
| 2Q-25 | U2C Electrical Penetration 25 – Rod Position Detectors | ORT 70 Unit 2 | XX | |
| 2Q-26 | U2C Electrical Penetration 26 - Motor-Operated Valves | ORT 70 Unit 2 | XX | |
| 2Q-27 | U2C Electrical Penetration 27 – 2W-1C1-M/2W-1D1-M Motors | ORT 70 Unit 2 | XX | |
| 2Q-38 | U2C Electrical Penetration 38 - Containment Crane | ORT 70 Unit 2 | XX | |
| 2Q-40 | U2C Electrical Penetration 40 - Motors | ORT 70 Unit 2 | XX | |
| 2Q-42 | U2C Electrical Penetration 42 – Control Rod Drive Mechanisms | ORT 70 Unit 2 | XX | |
| 2Q-47 | U2C Electrical Penetration 47 - Heaters | ORT 70 Unit 2 | XX | |
| 2Q-49 | U2C Electrical Penetration 49 – Control Rod Drive Mechanisms | ORT 70 Unit 2 | XX | U2R29 |
| 2Q-51 | U2C Electrical Penetration 51 – Control Rod Drive Mechanisms | ORT 70 Unit 2 | XX | |
| 2Q-53 | U2C Electrical Penetration 53 - Nuclear Detector JBs | ORT 70 Unit 2 | XX | |
| 2Q-54 | U2C Electrical Penetration 54 - Nuclear Detector JBs | ORT 74 Unit 2 | 36 | U2R30 |
| 2Q-55 | U2C Electrical Penetration 55 - RTDs/Nuclear Detector JBs | ORT 70 Unit 2 | XX | |
| 2Q-56 | U2C Electrical Penetration 56 - RTDs/Nuclear Detector JBs | ORT 70 Unit 2 | XX | |
| 2Q-57 | U2C Electrical Penetration 57 - Motor-Operated Valves | ORT 70 Unit 2 | XX | |
| 2Q-58 | U2C Electrical Penetration 58 | ORT 71 Unit 2 | 36 | U2R30 |

**Question 2**

*Section 3.2.3 of the LAR specifically addresses IWE metal liner inspections, but fails to address inspections of the concrete containment. Please provide a discussion of the CISI program at (PBNP) Units 1 & 2 which fulfills the requirements for inspection of the concrete and post-tensioning portions of containment and the effect, if any, the proposed amendment has on the program. Please include a summary of the two most recent inspections.*

**FPLE-PB Response**

PBNP has established a containment inservice inspection program in accordance with 10 CFR 50.55a for ASME Boiler and Pressure Vessel Code, Section XI, Subsections IWE (Class MC) and IWL (Class CC) components. The scope of the IWL portion of the program includes surveillance of all accessible concrete surface areas and the unbonded post-tensioning system, including tendons, tendon wires or strands, anchorage hardware and surrounding concrete, corrosion protection medium and testing for evidence of free water. The first interval and second interval programs were developed and implemented in accordance with the 1992 Edition/1992Addenda and 2001 Edition/2003 Addenda of the Code respectively. The first 10-year inspection interval was established from September 9, 1996, to September 9, 2006, and was extended to September 9, 2007, as permitted by IWA-2430(d), 1992 Edition/1992 Addenda. The second inspection interval started on September 9, 2007.

A general visual examination of interior and exterior containment vessel surface areas is performed prior to a Type A test in accordance with the PBNP ISI IWE Program. IWL concrete examinations are conducted on a nominal five-year schedule in accordance with ASME Section XI, IWL-2400. The extension of the integrated leak rate test (ILRT) test interval from 10 to 15 years will have no affect on the performance of these examinations. The next scheduled concrete examination for both Unit 1 and Unit 2 is summer 2008.

Tendon surveillances will continue to be performed on a 5-year frequency as required by IWL-2400. The extension of the ILRT test interval from 10 to 15 years will not affect the performance of these examinations. The next scheduled tendon examination for both Unit 1 and Unit 2 is summer 2008.

Inservice examinations of containment concrete Class CC components of PBNP Unit 1 were conducted during the time period of September 9, 1996, to September 9, 2001, with the following findings:

1. Grease nitrate levels exceeded 10 ppm allowable on two tendons,
2. Grease leakage observed at tendon grease cans and through concrete,
3. Exposed reinforcing steel was observed, and
4. Minor concrete cracking observed consistent with previous recorded indications.

The findings noted above for Unit 1 were evaluated and determined to not be detrimental to either the structural integrity or leak tight integrity of the containment structure. Details of the results of the IWL surveillance were documented in Reference 1.

Inservice examinations of containment concrete Class CC components of PBNP Unit 2 were conducted during the time period of September 9, 1996, to September 9, 2001, with the following findings:

1. Grease nitrate levels exceeded 10 ppm allowable on one tendon,
2. Grease leakage observed at tendon grease cans and through concrete,
3. Grease replaced exceeded grease removed by about 15% of duct volume for one dome tendon,
4. Tendon pre-stress force measured less than the predicted limit but was >90% of the predicted limit,
5. Exposed reinforcing steel was observed, and
6. Minor concrete cracking observed consistent with previous recorded indications.

The findings noted above for Unit 2 were evaluated and determined to not be detrimental to either the structural integrity or leak tight integrity of the containment structure. Details of the results of the IWL surveillance were documented in Reference 1 of this enclosure.

Inservice examinations of containment concrete Class CC components of PBNP Unit 1 were conducted during the time period of September 10, 2001, to February 11, 2004, with the following findings:

1. Grease leakage at tendon grease cans and through concrete,
2. Exposed reinforcing steel was observed,
3. Concrete cracking showing no change from previously recorded indications, and
4. One area of concrete damage not previously recorded.

The findings noted above for Unit 1 were evaluated and determined to not be detrimental to either the structural integrity or leak tight integrity of the containment structure. Details of the results of the IWL surveillance were documented in Reference 2.

Inservice examinations of containment concrete Class CC components of PBNP Unit 2 were conducted during the time period of September 10, 2001, to February 11, 2004, with the following findings:

1. Grease leakage at tendon grease cans and through concrete,
2. Grease voids in 5 tendons exceeding 5%, 3 of which exceeded 10% duct volume,
3. Exposed reinforcing steel was observed,
4. Concrete cracking showing no change from previously recorded indications, and
5. One area of concrete damage not previously recorded.

The findings noted above for Unit 2 were evaluated and determined to not be detrimental to either the structural integrity or leak tight integrity of the containment structure. Details of the results of the IWL surveillance were documented in Reference 2 of this enclosure.

**References:**

1. Letter from PBNP to the NRC, "Filing of Owner's Inservice Inspection Summary Report Point Beach Nuclear Plant, Units 1 and 2," dated December 7, 2001 (ML020250077)

2. Letter from PBNP to the NRC, "Filing of Owner's Inservice Inspection Summary Report for Point Beach Nuclear Plant Refueling Outage U2R26 and 33rd Year Tendon Surveillance and Concrete Examination," dated February 19, 2004 (ML040560544)

**Question 3**

*With reference to Section 3.2.6 of the LAR, please provide information regarding the extent, depth, location/environment and the cause of the gouges associated with liner plates 1CP-130 and 2CP-129. Explain how the minimum required wall thickness was evaluated and determined to be acceptable.*

**FPLE-PB Response**

Liner Plate 1CP-130:

Gouges were observed during the visual examination of the metal containment liner on October 24, 1999. The supplemental visual and ultrasonic thickness examinations measured the depth of gouges at 0.035 inches to 0.095 inches. This examination also measured the thickness of the undamaged liner plate adjacent to the gouges at 0.260 inches to 0.274 inches. The coating thickness measured in the area adjacent to the gouges was 6 to 8 mils. The gouges are located about 30 to 34 inches above the floor along the left edge of liner plate 1CP-130 and about 68 inches above the floor along the right edge of the liner plate. The bottom edge of 1CP-130 is at about El. 8' of the containment building.

The indication engineering evaluation determined that the minimum liner plate thickness in a gouge area was 0.170 inches, exceeding the ASME Section XI, 1992 Edition, IWE-3122.4(a) acceptance criteria of 10% for the nominal 0.25 inch liner plate thickness. An engineering evaluation of the gouge concluded that the gouges were acceptable. The basis for this conclusion was based on the IWE-3500 Acceptance Standards in effect at the time. This standard states that conditions that may affect containment structural integrity or leak tightness shall be accepted by engineering evaluation or corrected by repair or replacement. If a flaw can be shown to not affect structural integrity or leak tightness, it is acceptable.

1. The gouges do not affect the structural integrity of the containment structure. As stated in the PBNP Final Safety Analysis Report (FSAR), Section 5.1 discussion of the containment liner plate, "There are no design conditions under which the liner is relied upon to assist the concrete in maintaining the integrity of the structure even though the liner will at times provide such assistance." Therefore, a gouge in the liner plate does not affect containment structural integrity.

2. The gouges do not affect the leak tightness of the containment structure. The engineering evaluation discusses the gouges as probable construction defects since

the gouges were covered by what appears to be the original coating, and show no signs of inservice degradation. The containment has been tested several times since construction. No excessive leakage has been measured during these tests. Therefore, the gouges in the liner plate 1CP-130 have no effect on containment leak tightness.

Since neither containment integrity nor leak tightness are affected by the gouges, the IWE-3500 Acceptance Standard in effect at the time was met. The gouges are acceptable even though deeper than 10% of the nominal wall thickness.

The indication engineering evaluation completed November 24, 1999, makes reference to remarks on one of the NDE reports. The report indicates that a significant gouge of approximately 1/8 inch deep was determined to not be an inservice condition, but rather, was a construction defect as evident by the coating match with the surrounding area.

Liner Plate 2CP-129:

The original indication engineering evaluation states that the gouge is 0.03125 inches deep measured from the top of the coated surface. The coating was measured at 0.012 inches thick, for a base metal gouge of 0.01925 inches deep. This is less than 10% of the nominal 0.25 inch liner plate thickness, and therefore acceptable under the ASME Section XI, 1992 Edition, IWE-3122.4(a), acceptance criteria in effect at the time. The cause of the gouge was not documented.

The gouge on liner plate 2CP-129 met acceptance criteria and did not require further evaluation or repair.

**Question 4**

*Please provide information of instances, if any, during implementation of the IWE/IWL CISI program at (PBNP) Units 1 & 2 where existence of, or potential for, degradation conditions in inaccessible areas of the primary containment structure, and metallic liners were identified and evaluated based on conditions found in accessible areas as required by 10 CFR 50.55a(b)(2)(viii)(E) and 10 CFR 50.55a(b)(2)(ix)(A). If there were any instances of such conditions, please discuss the findings and actions taken.*

**FPLE-PB Response**

The horizontal liner plate under the concrete floor in the vicinity of containment sump A, for both Unit 1 and Unit 2, is inaccessible due to the presence of the concrete floor. Indications were found during the implementation period for the IWE/IWL programs at PBNP in areas adjacent to the inaccessible liner plate under the floor. As required by 10 CFR 50.55a(b)(2)(viii)(E) and 10 CFR 50.55a(b)(2)(ix)(A), these inaccessible areas were identified and evaluated. Holes were then drilled through the concrete floor to the horizontal liner plate to provide access to a small portion of the inaccessible areas. Examinations of the horizontal liner plate were conducted through the core drilled holes. No significant degradation was found as a result of these examinations.

The core drilled holes were sealed with caulk to allow future examinations. The sump A liner plate areas accessible through the core drill holes have been selected for augmented examination Category E-C in accordance with IWE-1241(a). The sump A

liner plate was last examined during refueling outage U1R29, in the fall of 2005, for Unit 1 and during refueling outage U2R28, in the fall of 2006, for Unit 2. The sump A liner plate is next scheduled for examination during refueling outage U1R31, in the fall of 2008, for Unit 1 and during refueling outage U2R29, in the spring of 2008, for Unit 2.

The horizontal liner plate under the concrete floor at El. 6'–6", for both Unit 1 and Unit 2, is inaccessible due to the presence of the concrete floor. Indications were found prior to the implementation of the IWE/IWL programs at PBNP in areas adjacent to the inaccessible liner plate under the floor. Access to the El. 6-6" horizontal liner plate is achieved through core drilled holes through the El. 8' floor in Unit 1 and Unit 2. Little corrosion was observed.

Caulking was installed as a moisture barrier at the same time to prevent water from accessing the horizontal liner plate at El. 6'-6". The El. 6'-6" liner plate areas accessible through the core drill holes have been selected for augmented examination Category E-C in accordance with IWE-1241(a). The El. 6'-6" liner plate was last examined during refueling outage U1R29, in the fall of 2005, for Unit 1 and during refueling outage U2R28, in the fall of 2006, for Unit 2. The El. 6'-6" liner plate is next scheduled for examination during refueling outage U1R31, in the fall of 2008, for Unit 1 and during refueling outage U2R29, in the spring of 2008, for Unit 2.