



Wisconsin Electric POWER COMPANY
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June 26, 1984

Mr. H. R. Denton, Director
Office of Nuclear Reactor Regulation
U. S. NUCLEAR REGULATORY COMMISSION
Washington, D. C. 20555

Attention: Mr. J. R. Miller, Chief
Operating Reactors Branch 3

Gentlemen:

DOCKET NOS. 50-266 AND 50-301
IMPLEMENTATION OF POST-TMI RELATED ISSUES
POINT BEACH NUCLEAR PLANT, UNITS 1 AND 2

Our letter, dated March 5, 1984, discussed several equipment receipt and installation delays for the Auxiliary Safety Instrumentation Panels (ASIPs) and the instrument bus upgrade which impact the schedular commitments in the NRC's "Order Confirming License Commitments on Post-TMI Related Issues" dated July 12, 1983. Since our March 5, letter, we have experienced additional delays in the final fabrication and delivery of the ASIPs. We have therefore worked with our panel supplier to deliver the panels separately in the sequence which best enables installation to proceed, since physical restrictions in access to the control room require the panels to be moved and installed serially, with Unit 2 first and Unit 1 to follow.

Delivery of the Unit 2 ASIP, which includes the control and switching circuitry for the instrument bus upgrade, has been delayed although the panel underwent final testing in mid-April 1984. The panel failed portions of the annunciator tests and required some minor electrical rework. This delay was lengthened due to problems in the construction of the steel floor penetration sleeves which are required to be installed before (and below) the ASIPs. The panel manufacturer has now completed the Unit 2 ASIP, has resolved the steel manufacturer's problems, and has stated that the floor penetration sleeves and the panel will be shipped during the week of June 25, 1984.

In April 1984, the Unit 1 ASIP was in its final steel fabrication phase. However, several panel welds failed the Wisconsin Electric QA inspection. Additionally, some structural members required for CRT support, as well as access to certain

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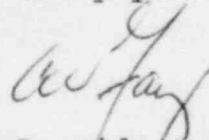
terminal strips, were not included or were improperly placed. Following correction of these deficiencies, the panel was later rejected by the panel supplier, this time due to painting inadequacies by a sub-supplier. The panel is now undergoing painting rework. The electrical component installation is scheduled to begin during the last week of June. The installation and final testing are expected to take approximately 6 weeks. Delivery should take place in mid to late August 1984.

Even with these delays, we expect to complete the startup and testing of the instruments by October 31, 1984 for both units. Achievement of the final power supply configuration is based on the timely completion of the bus upgrade ventilation and air conditioning system. As we committed in our March 30, 1984 letter, "Upgraded Emergency Operating Procedures," we will attempt to have the instruments integrated into procedures and operator training on the procedures completed by January 31, 1985.

Completion of the instrument bus upgrade and the associated battery and equipment rooms is dependent on the operability of the ASIPs. As stated in our March 5, 1984 letter, the delivery of our air handling units for the ventilation and air conditioning (VAC) system for the new battery and equipment rooms was delayed until early June 1984 with the VAC system expected to be operational in September 1984. The expected operational date of the VAC system may be affected due to problems procuring valves which meet our specifications and schedule requirements. We are attempting to resolve these problems and meet the current completion schedule.

We will continue to keep you informed as to the status of these items. However, if you have any questions concerning this information, please don't hesitate to contact us.

Very truly yours,



Vice President - Nuclear Power

C. W. Fay

Copies to NRC Resident Inspector
NRC Region III