

# REGULATOR INFORMATION DISTRIBUTION SYSTEM (RIDS)

ACCESSION NBR: 8512310143 DOC. DATE: 85/12/26 NOTARIZED: NO DOCKET #  
 FACIL: 50-250 Turkey Point Plant, Unit 3, Florida Power and Light C 05000250  
 50-251 Turkey Point Plant, Unit 4, Florida Power and Light C 05000251  
 AUTH. NAME AUTHORITY AFFILIATION  
 WOODY, C. O. Florida Power & Light Co.  
 RECIP. NAME RECIPIENT AFFILIATION  
 THOMPSON, H. L. Division of Pressurized Water Reactor Licensing - A (post 8)

SUBJECT: Informs that seismic analysis of spent fuel pool cooling sys upgrade to inservice pump & valve test program will not be completed until Second Quarter 1986. Revised relief basis for rev to inservice test program for spent fuel pit encl.

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Information was obtained regarding the status of the pump and valve system and the status of the pump and valve system. The status of the pump and valve system was determined by the status of the pump and valve system. The status of the pump and valve system was determined by the status of the pump and valve system.

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FLORIDA POWER & LIGHT COMPANY  
DEC 26 1985

L-85-465

Office of Nuclear Reactor Regulation  
Attention: Mr. Hugh L. Thompson, Jr., Director  
Division of PWR Licensing - A  
U. S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Dear Mr. Thompson:

Re: Turkey Point Units 3 and 4  
Docket Nos. 50-250 and 50-251  
Revisions to Inservice Test Program  
for Pumps and Valves

Florida Power & Light Company submitted a revision to the Inservice Test (IST) Program for Pumps and Valves for Turkey Point Units 3 and 4 in letter L-84-238 dated October 24, 1984 to add components to the Pump and Valve Test Program.

The estimated date for implementation of the spent fuel pit (SFP) cooling pumps into the test program was January 1, 1986. However, subsequent to the above submittal, FPL committed to upgrade the Unit 3 and 4 SFP cooling systems. The seismic analysis of the SFP cooling system for that upgrade will not be completed until the second quarter of 1986. The design, procurement, and installation of the spent fuel pit cooling pump flow measurement devices will be done concurrent with the spent fuel pit cooling system upgrade, which will be completed by the end of the Unit 3 Cycle 11 and Unit 4 Cycle 12 refueling outages. We will inform Mr. D. G. McDonald when this action is complete.

Attachment 1 provides a revised relief basis for the change to the IST program. This basis supersedes that submitted with our October 24, 1984 letter.

If you have any questions concerning this matter, please contact us.

Very truly yours,

C. O. Woody  
Group Vice President  
Nuclear Energy

COW/RG/gp

Attachment

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PDR

TCG3/020/1



## ATTACHMENT I

### RELIEF REQUEST BASIS

#### PUMPS

Spent Fuel Pit Cooling	(*P212A)
Spent Fuel Pit Cooling	(*P212B)

Test Requirement: IWP-4600 Flow Measurement

Basis for Relief: The original spent fuel pit cooling system design does not provide for flow measurement. There are no flow nozzles, flow orifices, or pressure taps for flow measurement. Therefore, flow measurement is impractical.

The original spent fuel pit cooling system was based on removal and replacement of the spent fuel pit cooling pump when the spent fuel cooling function could not be fulfilled. The time period associated with the removal and replacement of the pump was within the time the spent fuel cooling system could be out of service.

A 100-percent-capacity spare pump has been installed in the spent fuel cooling system. This pump is capable of operating in place of the originally installed pump, but not in parallel with the originally installed pump. Also, alternate connections are provided for connecting a temporary pump to the spent fuel cooling loop.

Alternate Testing: Continue operation of the spent fuel pit cooling of system based on the original system design with the addition of the installed spare pump and alternate connections to provide for connecting a temporary pump to the spent fuel cooling loop.

Design, fabricate and install a flow measurement device using either a bypass loop or the normal system flow path by the end of the Unit 3 Cycle 11 and Unit 4 Cycle 12 refueling outages.

