



April 18, 1984
L-84-103

Office of Nuclear Reactor Regulation
Attention: Darrell G. Eisenhut
Division of Licensing
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

Re: Turkey Point Units 3 & 4
Docket Nos. 50-250 and 50-251
Proposed License Amendment
Inservice Inspection and Inservice Test Program

Dear Mr. Eisenhut:

In our letter L-84-90 dated 4/2/84 for the above referenced subject, we inadvertently omitted the No Significant Hazards Consideration determination. Please find attached the said determination.

Very truly yours,

J. W. Williams, Jr.
Vice President
Nuclear Energy

JWW/SAV/cab

cc: Mr. J. P. O. Reilly
Regional Administrator, Region II
U. S. Nuclear Regulatory Commission
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ATTACHMENT

Re: Turkey Point Units 3 & 4
Docket Nos. 50-250, 50-251
Inservice Inspection

Safety and Significant Hazards Evaluation

10 CFR 50.55a(g)(4) requires that components which are classified ASME Code Class 1, Class 2 and Class 3 shall meet the requirements set forth in Section XI of the edition of the ASME Boiler and Pressure Vessel Code and Addenda that are incorporated by reference in paragraph (b) of that section.

10 CFR 50.55a(g)(5)(ii) requires a technical specification amendment if the revised inservice inspection program conflicts with the technical specification. This is the case for Turkey Point Units 3 & 4 for inservice inspection and inservice testing.

This proposed amendment makes minor changes to facility operations and replaces outdated specifications with the requirements of 10 CFR 50.55a. This is similar to example (vii) of the Examples of Amendments That Are Considered Not likely to Involve Significant Hazards Considerations as presented in the Federal Register notice of Interim Final Rule dated April 6, 1983 in that it is:

A change to make a license conform to changes in the regulations, where the license change results in very minor changes to facility operations clearly in keeping with the regulations.

In that this change adopts standard Technical Specifications, and by doing so incorporates what 10 CFR 50.55a already requires FPL to comply with, we have determined that operation of Turkey Point Units 3 & 4 in accordance with the proposed amendmend would not:

- (1) Involve a significant increase in the probability or consequences of an accident previously evaluated; or
- (2) Create the possibility of a new or different kind of accident from any accident previously evaluated; or
- (3) Involve a significant reduction in a margin of safety.