

January 13, 2006

Mr. J. A. Stall
Senior Vice President, Nuclear and
Chief Nuclear Officer
Florida Power and Light Company
P.O. Box 14000
Juno Beach, Florida 33408-0420

SUBJECT: TURKEY POINT NUCLEAR PLANT, UNITS 3 AND 4 - RESPONSE TO
NRC BULLETIN 2003-01, "POTENTIAL IMPACT OF DEBRIS BLOCKAGE
ON EMERGENCY SUMP RECIRCULATION AT PRESSURIZED-WATER
REACTORS" - CORRECTION (TAC NOS. MB9623 AND MB9624)

Dear Mr. Stall:

By letter dated August 15, 2005, the U.S. Nuclear Regulatory Commission (NRC) closed out its review of the Florida Power and Light Company response to Bulletin 2003-01, "Potential Impact of Debris Blockage on Emergency Sump Recirculation at Pressurized-Water Reactors," dated June 9, 2003, for Turkey Point Units 3 and 4.

Subsequently, the NRC staff noted that there was a typographical error on page 4 of the August 15, 2005, letter. Specifically, with respect to Candidate Operator Action (COA) A3-W, credit was given for interim compensatory measure (ICM) category #2. This should have been ICM category #1.

Enclosed is a corrected version of Page 4, with the correction identified by a line in the margin.

Should you have any questions, please contact me at 301-415-3974.

Sincerely,

/RA/

Brendan T. Moroney, Project Manager
Plant Licensing Branch II-2
Division of Operating Reactor Licensing
Office of Nuclear Reactor Regulation

Docket Nos. 50-250 and 50-251

Enclosure: As stated

cc w/encl: See next page

including RWST refill and use of RWST inventory from the non-accident unit) - ICM category #2;

(3) to reduce CSS operation demand, taking credit for the redundant heat removal capability of the emergency containment coolers to provide the necessary containment pressure control function (operation of two of the three coolers is permitted in lieu of CSS if containment pressure is between 55 psig and 14 psig) - ICM category #3;

(4) for small break LOCAs (where RCS pressure remains above RHR pump shutoff pressure) cooldown and depressurization of the RCS to cold shutdown conditions without draining the RWST to containment sump recirculation switchover level - ICM category #2.

In its November 9, 2004, response, FPL also elaborated on its evaluation of the Westinghouse Owners Group (WOG) Candidate Operator Actions (COAs) of WCAP-16204, Revision 1, "Evaluation of Potential ERG [Emergency Response Guidelines] and EPG [Emergency Procedure Guidelines] Changes to Address NRC Bulletin 2003-01 Recommendations (PA-SEE-0085)" dated March 2004. The COA evaluation results were as follows:

(1) COA A1a-W, "Secure One Spray Pump": one containment spray pump is secured during RWST injection when RWST inventory decreases to 155,000 gallons at about 16 minutes after accident initiation - ICM category #2;

(2) COA A1b, "Operator Action to Secure Both Spray Pumps": this action is not analyzed in the Turkey Point containment response analysis for a large break LOCA (which assumes that at least one train of CSS operates in conjunction with two of the three emergency containment coolers), and therefore will not be implemented at Turkey Point;

(3) COA A2, "Manually Establish One Train of Containment Sump Recirculation Prior to Automatic Actuation": determined to not be advantageous for Turkey Point due to the arrangement of RHR suction piping and suction piping sectionalizing valves (which would increase sump approach velocity at the sole operating sump), and due to reduced NPSH margin for the RHR pump drawing on the containment sump;

(4) COA A3-W, "Terminate One Train of Safety Injection [SI] after Recirculation Alignment": as a Westinghouse plant with HHSI and RHR pump engineered safety features, only one train of SI is currently required to be aligned in the recirculation-cooling mode - ICM category #1;

(5) COA A4, "Early Termination of One LPSI [Low-Pressure Safety Injection]/RHR Pump Prior to Recirculation Alignment": applicable to Combustion Engineering (CE) plants only, unlike Turkey Point's Westinghouse design;

(6) COA A5, "Refill of Refueling Water Storage Tank": using the Turkey Point common SI system, injection from the opposite unit's RWST, as well as utilization of the accident unit's RWST unused volume by taking a (low level piping) suction with the charging pumps while simultaneously refilling that RWST - ICM category #3;

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