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 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
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 EISENHUT, D.G. Division of Licensing

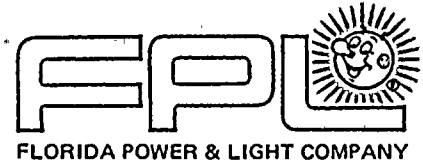
SUBJECT: Provides addl info in response to Generic Ltr 83-28, Item 4.3 re addition of automatic shunt trip attachments to reactor trip breakers. Location of auto shunt trip block pushbutton different from generic design to provide more flexibility.

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NOTES: OL:07/19/72 05000250
 OL:04/14/73 05000251

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November 29, 1984
L-84-351

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

Dear Mr. Eisenhut:

Re: Turkey Point Units 3 and 4
Docket Nos. 50-250 and 50-251
Generic Letter 83-28
Item 4.3 - Shunt Trip

By letter L-84-177 dated July 16, 1984, FPL provided information regarding the addition of automatic shunt trip attachments to the reactor trip breakers. In a follow-up telephone conference with your staff, FPL was requested to provide additional information concerning: 1) the electrical wiring location of the "Auto Shunt Trip Block" pushbutton, and 2) the control room indication for reactor trip bypass breakers.

The location of the "Auto Shunt Trip Block" pushbutton is slightly different than that shown in the "generic" WOG design. However, it performs the same function while providing more flexibility for testing the manual trip pushbuttons. Specifically, the FPL design allows for independently verifying the operability of the shunt trip and undervoltage trip attachments using the manual pushbuttons as shown in our response to question 9 of the referenced letter. The failure mode effect identified by the NRC in the generic design SER ("Auto Shunt Trip Block" fails open) remains valid with automatic and manual trip being accomplished by the undervoltage trip attachment. FPL considers this acceptable for the following reasons:

- a) If the "Auto Shunt Trip Block" fails in the open position, the red lights indicating the reactor trip breaker is closed, will extinguish.
- b) The failure of the "Auto Shunt Trip Block" would be detected during routine testing.
- c) The modifications provide additional flexibility for testing the manual trip.

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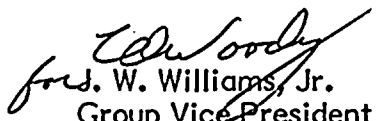
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Mr. Darrell G. Eisenhut, Director
L-84-351

Additionally, as part of the reactor trip breaker modifications, red and green indicating lights for the bypass breakers will be provided on the control board as requested by your staff.

If you have any further questions, please contact us.

Very truly yours,


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

JWW/TCG/kgn.

Attachment

cc: J. P. O'Reilly, Region II
Harold F. Reis, Esquire

