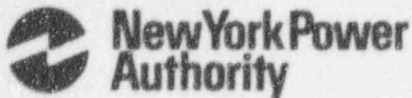


James A. FitzPatrick  
Nuclear Power Plant  
P.O. Box 41  
Lycoming, New York 13093  
315 342-3840



Harry P. Salmon, Jr.  
Resident Manager

February 23, 1995  
JAFF-95-0090

United States Nuclear Regulatory Commission  
Document Control Desk  
Mail Station P1-137  
Washington, D.C. 20555

SUBJECT: James A. FitzPatrick Nuclear Power Plant  
Docket No. 50-333  
Annual Report  
Safety Relief Valve Challenges and Failures

Dear Sir:

FitzPatrick Plant Technical Specification 6.9.A.2.b requires that challenges to and failures of Safety Relief Valves (SRVs) be reported annually.

During calendar year, 1994, no challenges to Safety Relief Valves (SRVs) from automatic control circuits or due to pressure transients occurred.

During calendar year, 1994, a total of 23 operator demand challenges occurred to satisfy required Technical Specification surveillance or post maintenance operability demonstrations. No failures occurred on any of the 23 operator demand challenges.

During a maintenance outage in November, 1993, SRV pilot valve assemblies (02RV-71E and 02RV-71K) were removed and replaced with pilot valve assemblies that had been refurbished and certified as having an actual lift pressure within 1% of the setpoint. Both of the pilot valve assemblies that had been removed in November, 1993, were subsequently tested in February, 1994, and both failed to lift within 1% of the setpoint. Refer to LER-94-002 for additional details.

010029

9503010351 950223  
PDR ADOCK 05000333  
R PDR

Acc  
1/6

United States Nuclear Regulatory Commission  
Annual Report  
Safety Relief Valve Challenges and Failures  
Page 2

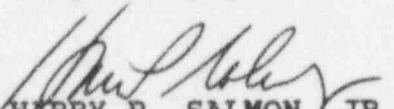
During a maintenance outage in April, 1994, the pilot valve assemblies for SRVs 02RV-71E and 02RV-71J were removed and replaced with pilot valve assemblies that had been refurbished and certified as having an actual lift pressure within 1% of the setpoint. In June, 1994, the test facility determined that both pilot assemblies removed in April, 1994, had an as-found lift pressure in excess of the required 1% tolerance. Refer to LER-94-005 for additional details.

No additional SRV failures due to pressure demand, or lift setpoint testing occurred in 1994.

During the 1994/1995 refuel outage six SRV pilot valve assemblies were removed in December, 1994, for replacement with refurbished and recertified pilot valve assemblies. On January 6, 1995, the test laboratory performing the tests on the pilot valve assemblies informed the New York Power Authority that five of the pilot valves had not lifted within 1% of the setpoint. Refer to LER-95-001 for additional details.

If you have any questions concerning this report, please contact Mr. A. Zaremba.

Very truly yours,

  
HARRY P. SALMON, JR.  
RESIDENT MANAGER

HPS:WVC:tlc

cc: Regional Administrator  
USNRC Resident Inspector  
M. Colomb  
R. Barrett  
D. Lindsey  
J. VanBenCoten  
M. Newshan  
C. Faison (WPO)  
RMS (JAF)