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John C. Brons
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April 10, 1987
JPN-87-019

U. S. Nuclear Regulatory Commission
Attn: Document Control Desk
Washington, D.C. 20555

Subject: James A. FitzPatrick Nuclear Power Plant
Docket No. 50-333
Inservice Inspection Program - Schedular Relief

Reference: 1. NYPA letter, C. A. McNeill to D. B. Vassallo (NRC), dated March 4, 1985 (JPN-85-16), 'Inservice Inspection Program'.

2. NRC letter, D. R. Muller to J. C. Brons (NYPA), dated April 18, 1986, on same subject.

Dear Sirs:

Section XI of the ASME Boiler and Pressure Vessel (B & PV) Code was revised at mid-interval of the FitzPatrick Inservice Inspection (ISI) Program. This revision expanded the scope of ISI to include inspection of Class 2 and 3 components. In response, the Authority developed a separate program for Class 2 and 3 components. This resulted in two separate ISI Programs (one for Class 1 components and another for Class 2 and 3 components) with different intervals. In Reference 1, the Authority discussed the revision of the FitzPatrick ISI Program to combine Class 1, 2 and 3 components into one inspection program with a common inspection interval. This modified ISI Program plan which combined the intervals for Class 1, 2 and 3 components was approved by the NRC in Reference 2.

At the end of the first interval of the program for Class 1 components on July 28, 1985, the program for Class 2 and 3 components was terminated at mid-interval. The Authority committed to perform hydrostatic tests of Class 2 and 3 components required by IWC-5000 and IWD-5000 of the ASME B & PV Code, during Reload 7/Cycle 8 refueling outage. These tests were originally scheduled to be completed by July 1988, according to the initial ISI Program for Class 2 and 3 components. Because of combining the intervals for Class 1, 2 and 3 components, the Authority committed to an expedited schedule to complete these tests during 1987 Reload 7/Cycle 8 refueling outage.

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Approximately 48 tests, which include functional tests, are required to be done to satisfy this commitment. Because of the work load during the current outage, all the required tests cannot be completed before the scheduled start-up date. Nineteen of these tests have been completed and the remaining tests will be completed prior to the next refueling outage.

The Authority requests schedular relief to allow completion of the remaining tests before startup after the next refueling outage.

If you have any questions on the above subject, please contact Mr. J. A. Gray, Jr. of my staff.

Very truly yours,

John C. Brons
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cc: Office of the Resident Inspector
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