



Tennessee Valley Authority, Post Office Box 2000, Decatur, Alabama 35609-2000

May 29, 2013

10 CFR Part 21

ATTN: Document Control Desk
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555-0001

Browns Ferry Nuclear Plant, Units 1, 2, and 3
Renewed Facility Operating License Nos. DPR-33, DPR-52, and DPR-68
NRC Docket Nos. 50-259, 50-260, and 50-296

Subject: 10 CFR Part 21 Final Report - Diesel Generator Fuel Injectors Failed a Pressure Test

- References:
1. Letter from TVA to NRC, "10 CFR Part 21 Interim Report - Diesel Generator Fuel Injectors Failed a Pressure Test," dated March 22, 2013
 2. Letter from Engine Systems, Inc. to NRC, "10CFR21 Reporting of Defects and Non-Compliance, EMD Fuel Injectors," dated May 3, 2013

The Tennessee Valley Authority (TVA) identified in an interim report submitted to the Nuclear Regulatory Commission (NRC) on March 22, 2013 (Reference 1), that three fuel injectors that were to be used on the 3A Emergency Diesel Generator at the Browns Ferry Nuclear Plant (BFN) failed a pressure test. Corrective Action Program documents were written to document the failure of the fuel injectors to pass a pressure test and to require performance of an engineering evaluation of the condition. It was concluded that this condition had the potential to constitute a reportable condition pursuant to Title 10 of the Code of Federal Regulations (CFR), Part 21, "Reporting of Defects and Noncompliance," and, as such, required additional evaluation.

The component supplier for the diesel generators, Engine Systems, Inc. (ESI), was contacted by TVA to assist in determining the cause of failure of the fuel injectors. A condition pursuant to the reporting requirements of 10 CFR 21 was subsequently reported to the NRC by ESI on May 3, 2013 (Reference 2). After receipt of the report, engineering personnel at BFN performed an evaluation to ensure that the reported condition enveloped the problems experienced with the ESI fuel injectors at BFN. It has been concluded that the ESI 10 CFR 21 report accurately and completely described the cause of the failure of the fuel injectors at BFN.

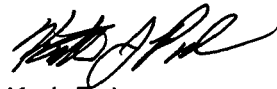
TE19
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U.S. Nuclear Regulatory Commission
Page 2
May 29, 2013

In Reference 1, TVA advised the NRC that a final report on this subject could be expected on or before May 31, 2013. The ESI report (Reference 2) completed the requirements for reporting in accordance with 10 CFR 21. Therefore, TVA will not submit a final report.

There are no new regulatory commitments contained in this letter. Should you have any questions concerning this submittal, please contact J. E. Emens, Jr., Nuclear Site Licensing Manager, at (256) 729-2636.

Respectfully,



K. J. Polson
Vice President

cc:

NRC Regional Administrator - Region II
NRC Senior Resident Inspector - Browns Ferry Nuclear Plant