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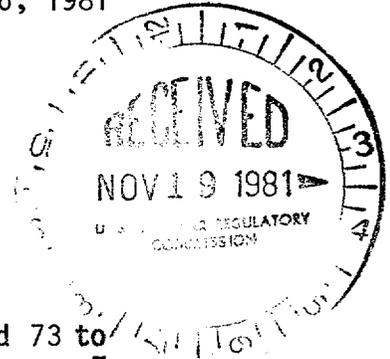
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 ASLAB, Chairman
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Docket Nos. 50-259
 and 50-260

November 16, 1981

Mr. Hugh G. Parris
 Manager of Power
 Tennessee Valley Authority
 500A Chestnut Street, Tower II
 Chattanooga, Tennessee 37401



Dear Mr. Parris:

The Commission has issued the enclosed Amendment Nos. 77 and 73 to Facility Operating License Nos. DPR-33 and DPR-52 for the Browns Ferry Nuclear Plant, Unit Nos. 1 and 2. These amendments are in response to your letter of September 17, 1981 (TVA BFNP TS 166).

The revised Technical Specifications modify the conditions under which start buses 1A and 1B must be operational.

Copies of the Safety Evaluation and Notice of Issuance are also enclosed.

Sincerely,

Richard J. Clark, Project Manager
 Operating Reactors Branch #2
 Division of Licensing

Enclosures:

1. Amendment No. 77 to DPR-33
2. Amendment No. 73 to DPR-62
3. Safety Evaluation
4. Notice

cc w/enclosures:
 See next page

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SURNAME							
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Mr. Hugh G. Parris

cc:

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Athens Public Library
South and Forrest
Athens, Alabama 35611

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Regional Radiation Representative
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UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

TENNESSEE VALLEY AUTHORITY

DOCKET NO. 50-259

BROWNS FERRY NUCLEAR PLANT, UNIT NO. 1

AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 77
License No. DPR-33

1. The Nuclear Regulatory Commission (the Commission) has found that:
 - A. The application for amendment by Tennessee Valley Authority (the licensee) dated September 17, 1981, complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations set forth in 10 CFR Chapter I;
 - B. The facility will operate in conformity with the application, the provisions of the Act, and the rules and regulations of the Commission;
 - C. There is reasonable assurance (i) that the activities authorized by this amendment can be conducted without endangering the health and safety of the public, and (ii) that such activities will be conducted in compliance with the Commission's regulations;
 - D. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public; and
 - E. The issuance of this amendment is in accordance with 10 CFR Part 51 of the Commission's regulations and all applicable requirements have been satisfied.
2. Accordingly, the license is amended by changes to the Technical Specifications as indicated in the attachment to this license amendment and paragraph 2.C(2) of Facility License No. DPR-33 is hereby amended to read as follows:

(2) Technical Specifications

The Technical Specifications contained in Appendices A and B, as revised through Amendment No. 77, are hereby incorporated in the license. The licensee shall operate the facility in accordance with the Technical Specifications.

3. This license amendment is effective as of the date of its issuance.

FOR THE NUCLEAR REGULATORY COMMISSION



Thomas A. Ippolito, Chief
Operating Reactors Branch #2
Division of Licensing

Attachment:
Changes to the Technical
Specifications

Date of Issuance: November 16, 1981

ATTACHMENT TO LICENSE AMENDMENT NO. 77

FACILITY OPERATING LICENSE NO. DPR-33

DOCKET NO. 50-259

Revise Appendix A as follows:

Remove the following pages and replace with identically numbered pages:

292

293

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LIMITING CONDITIONS FOR OPERATION

SURVEILLANCE REQUIREMENTS

3.9 AUXILIARY ELECTRICAL SYSTEM

Applicability

Applies to all the auxiliary electrical power system.

Objective

To assure an adequate supply of electrical power for operation of those systems required for safety.

Specification

A. Auxiliary Electrical Equipment

A reactor shall not be started up (made critical) from the cold condition unless four units 1 and 2 diesel generators are operable, the requirements of 3.9.A.4 through 3.9.A.7 are met and two of the following off-site power sources are available as stated with no credit taken for the two 500-kV Trinity lines.

- Both 161-kV lines, both common station service transformers, and both start buses provided the second source is from the 500kV system.
- The unit 1 unit station service transformer TUSS1B is available. If the unit 2 station service transformers is the second source, a minimum of two 500-kV lines must be available.
- The unit 2 unit station service transformer TUSS2B is available. If the unit 1 station service transformers is the second source, a minimum of two 500kV lines must be available.
- Both 161-kV lines, both cooling

4.9 AUXILIARY ELECTRICAL SYSTEM

Applicability

Applies to the periodic testing requirements of the auxiliary electrical systems.

Objective

Verify the operability of the auxiliary electrical system.

Specification

A. Auxiliary Electrical Equipment

1. Diesel Generators

- a. Each diesel generator shall be manually started and loaded once each month to demonstrate operational readiness. The test shall continue for at least a one hour period at 75% of rated load or greater.

During the monthly generator test, the diesel generator starting air compressor shall be checked for operation and its ability to recharge air receivers. The operation of the diesel fuel oil transfer pumps shall be demonstrated, and the diesel starting time to reach rated voltage and speed shall be logged.

- b. Once per operating cycle, a test will be conducted simulating a loss of offsite power and similar conditions that would exist with the presence of an actual safety-injection signal to demonstrate the

3.9 AUXILIARY ELECTRICAL SYSTEM

tower transformers, and the bus tie board energized and capable of supply power to the units 1 and 2 shutdown boards, provided that the second source is from the 500-kV system.

Both 161-kV lines, one common station service transformer supplying a start bus, and one cooling tower transformer (through the bus tie board) provided the cooling tower transformer is not parallel to the common station service transformer and provided that the second source is from the 500kV system.

A reactor shall not be started up (made critical) from the Hot Standby Condition unless all of the following conditions are satisfied:

1. One of the off-site power sources listed above is available and capable of supplying auxiliary power to the shutdown boards.
2. Three units 1 and 2 diesel generators shall be operable.
3. An additional source of power consisting of one of the following:
 - a. A second off-site power source available and capable of supplying power to the shutdown boards.
 - b. A fourth operable units 1 and 2 diesel generator.
4. Buses and Boards Available.
 - a. (deleted)

4.9 AUXILIARY ELECTRICAL SYSTEM

following:

1. Deenergization of the emergency buses and load shedding from the emergency buses.
2. The diesel starts from ambient condition on the auto-start signal, energizes the emergency buses with permanently connected loads, energizes the auto-connected emergency loads through the load sequencer, and operates for greater than or equal to five minutes while its generator is loaded with the emergency loads.
3. On diesel generator breaker trip, the loads are shed from the emergency buses and the diesel restarts on the auto-start signal, the emergency buses are energized with permanently connected loads, the auto-connected emergency loads are energized through the load sequencer, and the diesel operates for greater than or equal to five minutes while its generator is loaded with the emergency loads.
- c. Once a month the quantity of diesel fuel available shall be logged.
- d. Each diesel generator shall be given an annual inspection in accordance

3.9 AUXILIARY ELECTRICAL SYSTEMB. Operation with Inoperable Equipment

Whenever a reactor is in Startup mode or Run mode and not in a cold condition, the availability of electric power shall be as specified in 3.9.A except as specified herein.

1. From and after the date that only one off-site power source is available, reactor operation is permissible for seven days.
2. From and after the date that the 4-kV bus tie board becomes inoperable, reactor operation is permissible indefinitely provided one of the required off-site power source is not supplied from the 151-kV system through the bus tie board.
3. When one of the units 1 and 2 diesel generator is inoperable, continued reactor operation is permissible during the succeeding 7 days, provided that two offsite power sources are available, and all of the CS, RHR (LPCI and Containment Cooling) Systems, and the remaining three units 1 and 2 diesel generators are operable. If this requirement cannot be met, an orderly shutdown shall be initiated and the reactor shall be shut down and in the cold condition within 24 hours.
4. When one units 1 and 2 4-kV shutdown board is inoperable, continued reactor operation is permissible for a period not to exceed 5 days,

4.9 AUXILIARY ELECTRICAL SYSTEMB. Operation with Inoperable Equipment

1. When only one offsite power source is operable, all units 1 and 2 diesel generators and associated boards must be demonstrated to be operable immediately and daily thereafter.
2. N.A.
3. When one of the units 1 and 2 diesel generator is found to be inoperable, all of the CS, RHR (LPCI and Containment Cooling) Systems and the remaining diesel generators and associated boards shall be demonstrated to be operable immediately and daily thereafter.
4. When one 4-kV shutdown board is found to be inoperable, all remaining 4-kV shutdown boards and associated diesel generators, CS, and RHR (LPCI and Containment Cooling) Systems supplied by the remaining 4-kV shutdown boards shall be demonstrated to be operable, immediately and daily thereafter.
5. When one shutdown bus is found to be inoperable all 1 and 2 diesel generators shall be proven operable immediately and daily thereafter.
6. When one units 1 and 2 Diesel Aux. board is found to be inoperable, the remaining diesel Aux. board and each unit 1 and 2 diesel generator



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

TENNESSEE VALLEY AUTHORITY

DOCKET NO. 50-260

BROWNS FERRY NUCLEAR PLANT, UNIT NO. 2

AMENDMENT TO FACILITY OPERATING LICENSE

Amendment No. 73
License No. DPR-52

1. The Nuclear Regulatory Commission (the Commission) has found that:
 - A. The application for amendment by Tennessee Valley Authority (the licensee) dated September 17, 1981, complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations set forth in 10 CFR Chapter I;
 - B. The facility will operate in conformity with the application, the provisions of the Act, and the rules and regulations of the Commission;
 - C. There is reasonable assurance (i) that the activities authorized by this amendment can be conducted without endangering the health and safety of the public, and (ii) that such activities will be conducted in compliance with the Commission's regulations;
 - D. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public; and
 - E. The issuance of this amendment is in accordance with 10 CFR Part 51 of the Commission's regulations and all applicable requirements have been satisfied.
2. Accordingly, the license is amended by changes to the Technical Specifications as indicated in the attachment to this license amendment and paragraph 2.C(2) of Facility License No. DPR-52 is hereby amended to read as follows:

(2) Technical Specifications

The Technical Specifications contained in Appendices A and B, as revised through Amendment No. 73, are hereby incorporated in the license. The licensee shall operate the facility in accordance with the Technical Specifications.

3. This license amendment is effective as of the date of its issuance.

FOR THE NUCLEAR REGULATORY COMMISSION



Thomas A. Ippolito, Chief
Operating Reactors Branch #2
Division of Licensing

Attachment:
Changes to the Technical
Specifications

Date of Issuance: November 16, 1981

ATTACHMENT TO LICENSE AMENDMENT NO. 73

FACILITY OPERATING LICENSE NO. DPR-52

DOCKET NO. 50-260

Review Appendix A as follows:

1. Remove the following pages and replace with identically numbered pages:

292

293

295

2. The overleaf pages are not changed and should be retained.

3.9 AUXILIARY ELECTRICAL SYSTEM

Applicability

Applies to all the auxiliary electrical power system.

Objective

To assure an adequate supply of electrical power for operation of those systems required for safety.

Specification

A. Auxiliary Electrical Equipment

A reactor shall not be started up (made critical) from the cold condition unless four units 1 and 2 diesel generators are operable, the requirements of 3.9.A.4 through 3.9.A.7 are met and two of the following off-site power sources are available as stated with no credit taken for the two 500-kV Trinity lines.

- Both 161-kV lines, both common station service transformers, and both start buses provided the second source is from the 500kV system.
- The unit 1 unit station service transformer TUSS1B is available. If the unit 2 station service transformers is the second source, a minimum of two 500-kV lines must be available.
- The unit 2 unit station service transformer TUSS2B is available. If the unit 1 station service transformers is the second source, a minimum of two 500kV lines must be available.
- Both 161-kV lines, both cooling

4.9 AUXILIARY ELECTRICAL SYSTEM

Applicability

Applies to the periodic testing requirements of the auxiliary electrical systems.

Objective

Verify the operability of the auxiliary electrical system.

Specification

A. Auxiliary Electrical Equipment

1. Diesel Generators

- a. Each diesel generator shall be manually started and loaded once each month to demonstrate operational readiness. The test shall continue for at least a one hour period at 75% of rated load or greater.

During the monthly generator test, the diesel generator starting air compressor shall be checked for operation and its ability to recharge air receivers. The operation of the diesel fuel oil transfer pumps shall be demonstrated, and the diesel starting time to reach rated voltage and speed shall be logged.

- b. Once per operating cycle, a test will be conducted simulating a loss of offsite power and similar conditions that would exist with the presence of an actual safety-injection signal to demonstrate the

3.9 AUXILIARY ELECTRICAL SYSTEM

tower transformers, and the bus tie board energized and capable of supply power to the units 1 and 2 shutdown boards, provided that the second source is from the 500-kV system.

Both 161-kV lines, one common station service transformer supplying a start bus, and one cooling tower transformer (through the bus tie board) provided the cooling tower transformer is not parallel to the common station service transformer and provided that the second source is from the 500kV system.

A reactor shall not be started up (made critical) from the Hot Standby Condition unless all of the following conditions are satisfied:

1. One of the off-site power sources listed above is available and capable of supplying auxiliary power to the shutdown boards.
2. Three units 1 and 2 diesel generators shall be operable.
3. An additional source of power consisting of one of the following:
 - a. A second off-site power source available and capable of supplying power to the shutdown boards.
 - b. A fourth operable units 1 and 2 diesel generator.
4. Buses and Boards Available
 - a. (deleted)

4.9 AUXILIARY ELECTRICAL SYSTEM

following:

1. Deenergization of the emergency buses and load shedding from the emergency buses.
2. The diesel starts from ambient condition on the auto-start signal, energizes the emergency buses with permanently connected loads, energizes the auto-connected emergency loads through the load sequencer, and operates for greater than or equal to five minutes while its generator is loaded with the emergency loads.
3. On diesel generator breaker trip, the loads are shed from the emergency buses and the diesel restarts on the auto-start signal, the emergency buses are energized with permanently connected loads, the auto-connected emergency loads are energized through the load sequencer, and the diesel operates for greater than or equal to five minutes while its generator is loaded with the emergency loads.
- c. Once a month the quantity of diesel fuel available shall be logged.
- d. Each diesel generator shall be given an annual inspection in accordance

3.9 AUXILIARY ELECTRICAL SYSTEM

B. Operation with Inoperable Equipment

Whenever a reactor is in Startup mode or Run mode and not in a cold condition, the availability of electric power shall be as specified in 3.9.A except as specified herein.

1. From and after the date that only one off-site power source is available, reactor operation is permissible for seven days.
2. From and after the date that the 4-kV bus tie board becomes inoperable, reactor operation is permissible indefinitely provided one of the required off-site power source is not supplied from the 151-kV system through the bus tie board.
3. When one of the units 1 and 2 diesel generator is inoperable, continued reactor operation is permissible during the succeeding 7 days, provided that two offsite power sources are available, and all of the CS, RHR (LPCI and Containment Cooling) Systems, and the remaining three units 1 and 2 diesel generators are operable. If this requirement cannot be met, an orderly shutdown shall be initiated and the reactor shall be shut down and in the cold condition within 24 hours.
4. When one units 1 and 2 4-kV shutdown board is inoperable, continued reactor operation is permissible for a period not to exceed 5 days,

4.9 AUXILIARY ELECTRICAL SYSTEM

B. Operation with Inoperable Equipment

1. When only one offsite power source is operable, all units 1 and 2 diesel generators and associated boards must be demonstrated to be operable immediately and daily thereafter.
2. N.A.
3. When one of the units 1 and 2 diesel generator is found to be inoperable, all of the CS, RHR (LPCI and Containment Cooling) Systems and the remaining diesel generators and associated boards shall be demonstrated to be operable immediately and daily thereafter.
4. When one 4-kV shutdown board is found to be inoperable, all remaining 4-kV shutdown boards and associated diesel generators, CS, and RHR (LPCI and Containment Cooling) Systems supplied by the remaining 4-kV shutdown boards shall be demonstrated to be operable, immediately and daily thereafter.
5. When one shutdown bus is found to be inoperable all 1 and 2 diesel generators shall be proven operable immediately and daily thereafter.
6. When one units 1 and 2 Diesel Aux. board is found to be inoperable, the remaining diesel Aux. board and each unit 1 and 2 diesel generator



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

SAFETY EVALUATION BY THE OFFICE OF NUCLEAR REACTOR REGULATION

SUPPORTING AMENDMENT NO. 77 TO FACILITY OPERATING LICENSE NO. DPR-33

AMENDMENT NO. 73 TO FACILITY OPERATING LICENSE NO. DPR-52

TENNESSEE VALLEY AUTHORITY

BROWNS FERRY NUCLEAR PLANT, UNIT NOS. 1 AND 2

DOCKET NOS. 50-259 AND 50-260

1.0 Introduction

By letter dated September 17, 1981 (TVA BFNP TS 166) the Tennessee Valley Authority (the licensee or TVA) requested changes to the Technical Specifications (Appendix A) appended to Facility Operating License Nos. DPR-33 and DPR-52 for the Browns Ferry Nuclear Plant, Unit Nos. 1 and 2.

The proposed amendments and revised Technical Specifications would modify the conditions under which start buses 1A and 1B must be operational.

2.0 Discussion

On September 3, 1981, we issued Amendment Nos. 75 and 72 to Facility Licenses Nos. DPR-33 and DPR-52 to reflect the major modifications made to the auxiliary electrical systems for Browns Ferry Unit Nos. 1 and 2. The modifications were made during the 6 month refueling-maintenance outage of Unit 1 and during the June 1981 shutdown of Unit 2. Besides the significant improvements to the electrical system, the modifications resolved two generic issues - the adequacy of station electric distribution system voltages and degraded grid protection for class 1E power systems. The Technical Specifications on the auxiliary electrical equipment approved by Amendment Nos. 75 and 72 were those submitted by TVA. The requirements on start bus operability were the same as existed prior to the electrical modifications. After the amendments were issued, TVA noted that these Technical Specifications would require shutting down both Units 1 and 2 within six hours upon the loss of one start bus. TVA's cited justification is that present Technical Specification on the start buses is unnecessarily restrictive because, with the recently completed electrical modifications, start bus operability is not related to using the 500 KV system (which is now the principal source of offsite power) or the 161 KV system (now a second backup source of offsite power).

3.0 Evaluation

These changes primarily effect the availability of the start buses (1A, 1B) and relate these buses to their power supply (common station service transformers A & B). The start buses are not safety related but under some plant lineups are used as a power supply to the shutdown buses which provide offsite power sources to the 4 KV shutdown boards (safety related). The normal plant lineups would use the 500 KV unit station service transformers TUSS 1B and 2B through 4 KV unit board 1A, 1B, 2A and 2B as the primary and alternate sources of power to

the shutdown buses. Under these circumstances the start buses would serve as a third source of offsite power to the shutdown buses. (This and other transfer schemes were provided by TVA in their April 9, 1981 submittal.) Under plant lineups where both 500 KV sources of offsite power are not available the Technical Specifications contain requirements to require either start bus operability or other means to insure that at a minimum at least two sources of offsite power are always available to shutdown buses 1 and 2. These requested changes to Technical Specifications do not increase availability of offsite power to the class 1E equipment but still provides at least two sources of offsite power to the shutdown buses under all operating conditions and meets the requirements of GDC 17.

The change in surveillance requirement 4.9.B(1) from inoperable to operable clarifies the 3.9.B(1) LCO and covers the operability requirements if only one source of offsite power is available.

The proposed changes to the Technical Specifications are acceptable.

4.0 Environmental Considerations

We have determined that the amendments do not authorize a change in effluent types or total amounts nor an increase in power level and will not result in any significant environmental impact. Having made this determination, we have further concluded that the amendments involve an action which is insignificant from the standpoint of environmental impact and pursuant to 10 CFR 51.5(d)(4) that an environmental impact statement, or negative declaration and environmental impact appraisal need not be prepared in connection with the issuance of the amendments.

5.0 Conclusion

We have concluded, based on the considerations discussed above, that: (1) because the amendments do not involve a significant increase in the probability or consequences of accidents previously considered and do not involve a significant decrease in a safety margin, the amendments do not involve a significant hazards consideration, (2) there is reasonable assurance that the health and safety of the public will not be endangered by operation in the proposed manner, and (3) such activities will be conducted in compliance with the Commission's regulations and the issuance of the amendments will not be inimical to the common defense and security or to the health and safety of the public.

Dated: November 16, 1981

UNITED STATES NUCLEAR REGULATORY COMMISSIONDOCKET NOS. 50-259 AND 50-260TENNESSEE VALLEY AUTHORITYNOTICE OF ISSUANCE OF AMENDMENTS TO FACILITY
OPERATING LICENSES

The U. S. Nuclear Regulatory Commission (the Commission) has issued Amendment No. 77 to Facility Operating License No. DPR-33 and Amendment No. to Facility Operating License No. DPR-52 issued to Tennessee Valley Authority (the licensee), which revised Technical Specifications for operation of the Browns Ferry Nuclear Plant, Unit Nos. 1 and 2, located in Limestone County, Alabama. The amendments are effective as of the date of issuance.

These amendments change the Technical Specifications to modify the conditions under which start buses 1A and 1B must be operational.

The application for the amendments complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Commission has made appropriate findings as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendments. Prior public notice of these amendments was not required since the amendments do not involve a significant hazards consideration.

The Commission has determined that the issuance of these amendments will not result in any significant environmental impact and that pursuant to 10 CFR Section 51.5(d)(4) an environmental impact statement or negative declaration and environmental impact appraisal need not be prepared in connection with issuance of these amendments.

For further details with respect to this action, see (1) the application for amendments dated September 17, 1981, (2) Amendment No. 77 to License No. DPR-33 and Amendment No. 73 to License No. DPR-52, and (3) the Commission's related Safety Evaluation. All of these items are available for public inspection at the Commission's Public Document Room, 1717 H Street, NW, Washington, D. C. and at the Athens Public Library, South and Forrest, Athens, Alabama 35611. A copy of items (2) and (3) may be obtained upon request addressed to the U. S. Nuclear Regulatory Commission, Washington, D. C. 20555, Attention: Director, Division of Licensing.

Dated at Bethesda, Maryland this 16th day of November 1981.

FOR THE NUCLEAR REGULATORY COMMISSION



Philip J. Polk, Acting Chief
Operating Reactors Branch #2
Division of Licensing