

Tennessee Valley Authority, Post Office Box 2000, Spring City, Tennessee 37381-2000

William R. Lagergren, Jr.
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WBN-TS-01-04

APR 01 2002

10 CFR 50.4
10 CFR 50.90

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

In the Matter of the
Tennessee Valley Authority

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Docket No. 50-390

WATTS BAR NUCLEAR PLANT (WBN) - TECHNICAL SPECIFICATION CHANGE
TS-01-04, DIESEL GENERATOR (DG) RISK INFORMED ALLOWED OUTAGE
TIME (AOT) EXTENSION - ADDITIONAL INFORMATION

TVA submitted a letter on August 7, 2001, requesting an amendment to the Technical Specifications for Limiting Condition for Operation (LCO) 3.8.1, "AC Sources Operating." The proposed amendment revises the AOT for one DG from three days to 14 days. Additional information regarding the proposed amendment was provided in a letter to NRC dated December 14, 2001. NRC's review of the proposed amendment resulted in a teleconference February 19, 2002, to discuss whether the DG's from one train can be, if required, interconnected to the opposite train. Based on the teleconference TVA agreed to clarify and submit the information discussed. The information on the capabilities of the onsite electrical system is provided in Enclosure 1 to this letter and indicates that a means exist to interconnect the DGs to provide one train of power. Enclosure 2 list the commitment to update appropriate site procedures to reflect this capability.

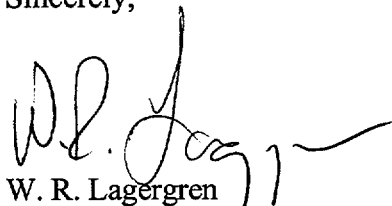
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If you have any questions about this request, please contact P. L. Pace at (423) 365-1824.

Sincerely,


W. R. Lagergren

Subscribed and sworn to before me
on this 1st day of April 2002

E. Jeannette Long
Notary Public

My Commission Expires May 21, 2005

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cc (Enclosures):

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Watts Bar Nuclear Plant
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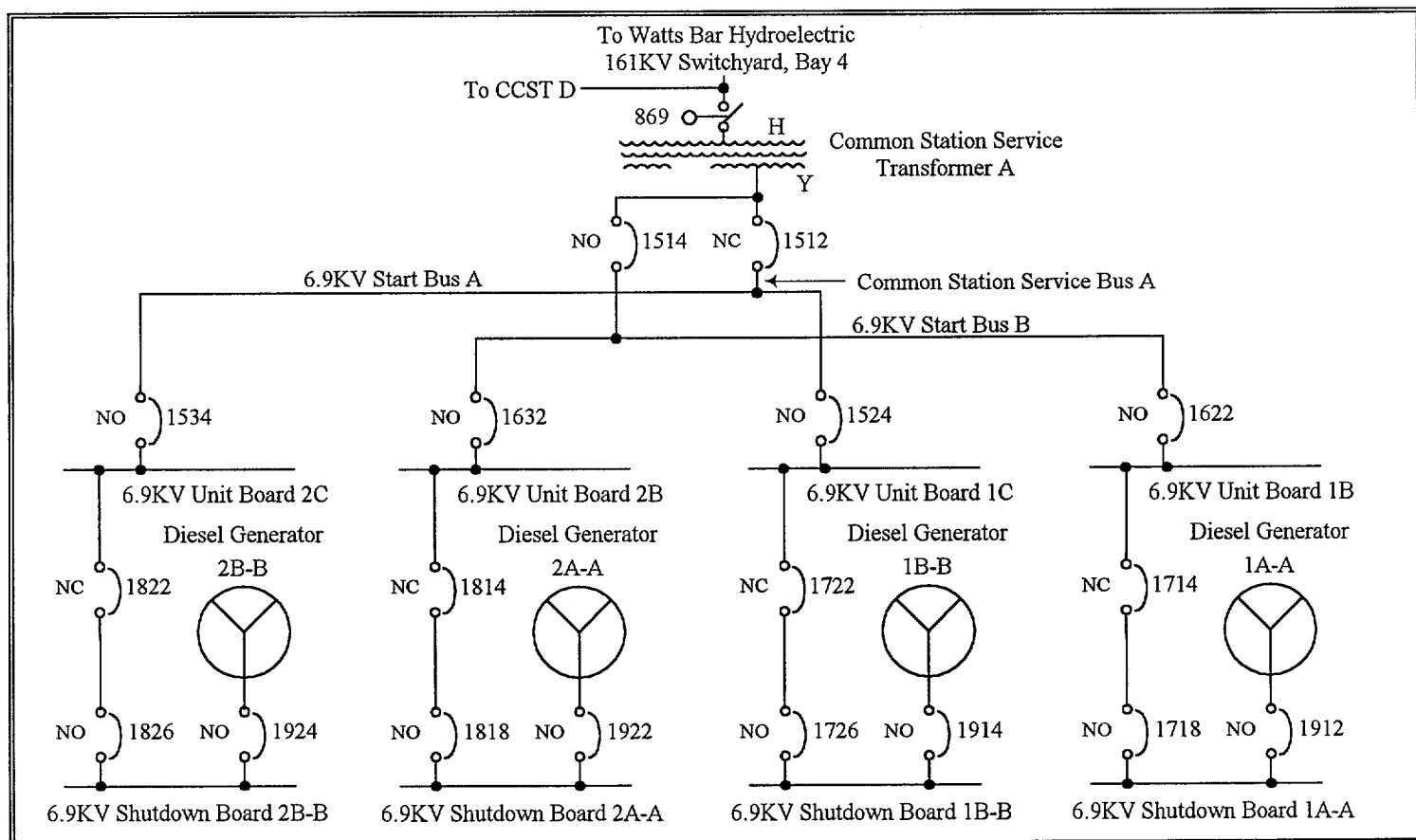
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Enclosure 1
WBN Technical Specification Change 01-04, Diesel Generator (DG)
Risk Informed Allowed Outage Time (AOT) Extension - Additional Information

A teleconference was held with NRC on February 19, 2002, to discuss the capabilities of the onsite/DG electrical system. During the discussion TVA outlined the breaker alignment required to tie a DG from one train to the opposite train. TVA also clarified that no credit is taken for this capability in the design or licensing basis for the plant even though the DGs may be aligned in this manner. In order to clarify the information presented in the teleconference, a listing of the various DG/breaker configurations is provided on the following page. This information indicates that one train of DGs can be made available when one DG is available in a train and a second DG is available in the opposite train.

TVA discussed during the teleconference that the alignment of a DG to an opposite train is a manual action that must be performed outside the main control room by the operations staff. A review of the activities required for the alignment of a DG in this manner and a walkdown of the associated equipment indicated that the required actions can be performed in less than an hour. Based on this, TVA will develop appropriate revisions to affected site procedures to incorporate a cross-train alignment process for contingency purposes. These procedures will ensure appropriate safe shutdown loads are available, and aligned or locked out to support availability of a complete train. The procedures will be formally approved and released for use in conjunction with the incorporation of the amendment into the Technical Specifications.



Simplified Schematic for WBN Diesel Generators (DGs) -
Information Extracted from UFSAR Figures 8.1-2 and 8.1-2A

**Breaker Alignment for a DG to Supply Opposite Train
Based on the Above Schematic**

DG Available for Realignment							
1A-A		2A-A		1B-B		2B-B	
Align to Supply Shutdown Board		Align to Supply Shutdown Board		Align to Supply Shutdown Board		Align to Supply Shutdown Board	
1B-B	2B-B	1B-B	2B-B	1A-A	2A-A	1A-A	2A-A
Breakers Closed		Breakers Closed		Breakers Closed		Breakers Closed	
1912	1912	1922	1922	1914	1914	1924	1924
1718	1718	1818	1818	1726	1726	1826	1826
1714	1714	1814	1814	1722	1722	1822	1822
1622	1622	1632	1632	1524	1524	1534	1534
1514	1514	1514	1514	1512	1512	1512	1512
1512	1512	1512	1512	1514	1514	1514	1514
1524	1534	1524	1534	1622	1632	1622	1632
1722	1822	1722	1822	1714	1814	1714	1814
1726	1826	1726	1826	1718	1818	1718	1818

ENCLOSURE 2

TECHNICAL SPECIFICATION CHANGE TS-01-04 DIESEL GENERATOR (DG) RISK INFORMED ALLOWED OUTAGE TIME (AOT) EXTENSION

COMMITMENT LIST

1. TVA will develop appropriate revisions to affected site procedures to incorporate a cross-train alignment process for contingency purposes. These procedures will ensure appropriate safe shutdown loads are available, and aligned or locked out to support availability of a complete train. The procedures will be formally approved and released for use in conjunction with the incorporation of the amendment into the Technical Specifications.