

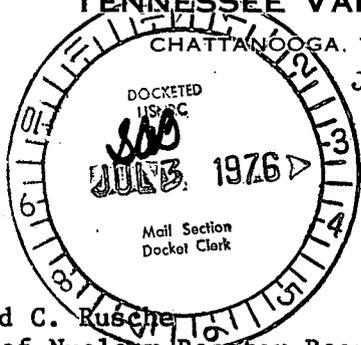


TENNESSEE VALLEY AUTHORITY Regulatory

File Cy-1

CHATTANOOGA, TENNESSEE 37401

June 30, 1976



Mr. Benard C. Rusche
Director of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
Washington, DC 20555

Dear Mr. Rusche:

In the Matter of the Application of) Docket Nos. 50-390
Tennessee Valley Authority) 50-391

Review of the Watts Bar Nuclear Plant construction schedule shows that additional time is needed to complete construction of the facility due to matters beyond TVA's control, delays in equipment delivery, and continuing refinement of the design. Specific details are set forth below:

- 1. An 18-month delay resulted from the impact of the court's decision in Calvert Cliffs' Coordination Committee vs. United States Atomic Energy Commission, 449 F.2d 1109 (D.C. Cir. 1971). The Watts Bar application was filed with the Atomic Energy Commission (AEC) in May 1971. After the Calvert Cliffs' decision, AEC prohibited commencement of onsite construction activities except under an exemption pursuant to 10 CFR Section 50.12 (1976), which was to be used "only sparingly" (37 Federal Register 5745 [1972]). TVA was not authorized to commence onsite construction activities until December 1972--just one month before the construction permits were granted. This resulted in an 18-month delay. In addition, the decision necessitated diverting some manpower away from the Watts Bar project in order to revise ongoing environmental reviews on other projects.
2. The delay associated with the design and procurement of the steel containment vessels was 18 months. Specific reasons are as follows:
a. Delays in opening bids
b. Design difficulties caused by transient pressures
c. Redesign of embeds and resultant slippage in delivery

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- d. Increase of three feet in reactor building base slab thickness
 - e. Increased erection time caused by change to heavier plate material
3. The latest delay of 6 months was primarily due to the late delivery of principal piping, valves, and hangers. These late deliveries were forcing impossible peaks in steamfitter manpower from the standpoint of work efficiency and recruitment on a 2-unit plant.

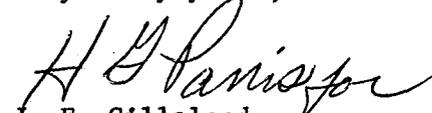
It should be noted that these delays are not additive, but in certain cases the periods of delay overlap.

As a result of the delays covered in item 3, the fuel loading dates have been revised as follows:

Unit 1	December 1, 1978
Unit 2	September 1, 1979

Accordingly, we request that, pursuant to 10 CFR Section 50.55(b) (1976), the latest completion dates be extended to June 1, 1979, for unit 1 and March 1, 1980, for unit 2.

Very truly yours,


J. E. Gilleland
Assistant Manager of Power