

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

500C Chestnut Street Tower II

APR 27 1979

Director of Nuclear Reactor Regulation
Attention: Mr. S. A. Varga, Chief
Light Water Reactors Branch No. 4
Division of Project Management
U.S. Nuclear Regulatory Commission
Washington, DC 20555

Dear Mr. Varga:

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

Pursuant to 10 CFR 50.55(b) (1978), the Tennessee Valley Authority (TVA) hereby requests an extension of the latest completion dates specified in the construction permits for the Watts Bar Nuclear Plant units 1 and 2. As specified in my letter to you dated November 3, 1978, the scheduled fuel load dates for units 1 and 2 are now December 1979 and September 1980, respectively. To provide time for completion of these units with an allowance for contingencies, we request that the latest completion date specified in Construction Permit No. CPPR-91 (unit 1) be extended to July 1, 1980, and in CPPR-92 (unit 2) to March 1981.

The following information is provided to indicate some of the factors which have contributed to a delay in construction and to justify our request for construction permit extension for Watts Bar Nuclear Plant units 1 and 2.

1. Ice Condenser Embedments - The Ice Condenser System was a major critical path item for unit 1 fuel loading. Delay in receipt of the lower support structure embedments directly resulted in a six-month delay in the construction schedule.
2. Large Cable Tray Supports Installation - The schedule for these massive seismic supports did not reflect sufficient time for installation due to the delay experienced in resolving the large number of interferences between supports and other equipment. The delay in installation of these supports delayed cable tray installation and peaked the weekly cable pulling requirements to unattainable levels. Required emphasis on cable tray and supports also resulted in delays in hangers, piping, ductwork, protective coatings, and, subsequently, preoperational testing in all areas and for all systems affected. The net result was a six-month delay in the fuel loading schedule.

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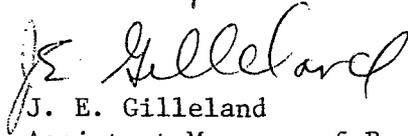
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3. Steamfitter Manpower Peaking - Although this was not a primary reason for delay in the construction schedule and no specific amount of delay can be tied to it, peaks in the steamfitter manpower requirements were a factor in delaying the schedule.

The foregoing items constitute some of the more recent factors which have contributed to the unanticipated construction delays of Watts Bar units 1 and 2 and demonstrate, in our opinion, good cause why an extension of the construction permit should be granted.

Very truly yours,



J. E. Gilleland
Assistant Manager of Power