

April 15, 2008

U.S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Mail Stop: OWFN P1-35
Washington, D.C. 20555-0001

Gentlemen:

In the Matter of) Docket No. 50-296
Tennessee Valley Authority)

**BROWNS FERRY NUCLEAR PLANT (BFN) - UNIT 3 - BOILING WATER
REACTOR VESSEL INTERNALS PROJECT (BWRVIP) - NOTIFICATION OF
DEVIATION FROM BWRVIP-41, BWR JET PUMP ASSEMBLY INSPECTION
AND FLAW EVALUATION GUIDELINES**

In accordance with a prior agreement with the NRC, BWR utilities that are part of the Boiling Water Reactor Vessel and Internals Project (BWRVIP) agreed that participating licensees will provide notification to the NRC staff of a decision by the licensee to not fully implement the applicable BWRVIP product. Therefore, TVA is providing notification that BFN Unit 3 will not fully implement the subject guidance of BWRVIP-41, Revision 1, "BWR Jet Pump Assembly Inspection And Flaw Evaluation Guidelines."

A deviation disposition was prepared, reviewed, and approved in accordance with BWRVIP-94, Revision 1, BWR Vessel and Internals Project Program Implementation Guide, and TVA internal procedures. The deviation disposition provides assurance that there are no safety implications or reliability concerns with the deviation.

The BFN Unit 3 deviation concerns one item. BFN Unit 3 is not meeting the requirements for an EVT-1 visual examination of the riser brace to yoke welds (Welds RB-2a, b, c, and d) for Jet Pumps 5/6 stipulated by BWRVIP-41, Revision 1.

During the In-Vessel Visual Inspection of Unit 3 performed in 1992 in preparation for restart, crack indications were identified at the two attachment welds of the riser brace to the riser pipe (RS-8 and RS-9) adjacent to Jet Pump Number 5 at reactor vessel 90° azimuth. A repair clamp was installed between the riser brace yoke and the riser pipe to capture the riser brace and perform the function of the deficient weld attachment. The repair clamp was also designed so as to allow future inspections of the existing cracks. However, it was discovered during the initial baseline inspection that the repair clamp obstructed inspection of the riser brace to yoke (RB-2) welds. The RB-2 welds are categorized as a medium priority location. A baseline inspection has been conducted for all three units at BFN, and no indications have been observed at this location. This provides a reasonable level of assurance that the RB-2 welds associated with Jet Pumps 5/6 are intact. Therefore, BFN has waived the EVT-1 examination for the Unit 3 Jet Pumps 5/6 (ONLY) in accordance with BWRVIP-41, Revision 1. The vendor recommended inspection will continue to be performed every other refueling outage to ensure that the jet pump riser pipe indications have not increased in length and the repair clamp is performing its function as designed. This inspection will provide us with information as to whether any signs of increased flow-induced vibration are present, which would be indicative of failure of the RB-2 welds.

The next scheduled inspection to ensure that the jet pump riser pipe indications have not increased in length and the repair clamp is performing its function as designed will be performed during the U3C14 Refueling Outage in 2010. Since this inspection will serve in place of the BWRVIP-41 mandated inspection of the RB-2 welds, this deviation disposition will remain in effect until that time. Following the next inspection, the results will be evaluated and another deviation disposition prepared if results are satisfactory. Evaluating this condition every four years will provide greater attention to this location than would be obtained otherwise by performing the BWRVIP-41 mandated inspection.

This deviation is effective for the next two BFN Unit 3, two-year fuel cycles (Cycle 13-Spring 2006 to Spring 2008, and Cycle 14-Spring 2008 to Spring 2010) only. This

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notification is being transmitted for information only.
TVA is not requesting any specific action from the NRC.

There are no new regulatory commitments in this letter. If
you have any questions, please contact me at (256) 729-2636.

Sincerely,

Original signed by:

D. T. Langley
Manager of Licensing
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cc: See Page 4

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