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WEINER,R.E. Energy,Dept.of
RECIP.NAME RECIPIENT AFFILIATION
NOVAK,T.M. Assistant Director for Operating Reactors

SUBJECT: Confirms critical power supply situation outlined in util 8000716 ltr requesting extension of deadline for performance of IE Bulletin 80-17 Action Item s scram tests.

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Department of Energy
Washington, D.C. 20461

JUL 2 8 1980

Mr. Thomas M. Novak
Assistant Director for Operating Reactors
Division of Licensing
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555

Dear Mr. Novak:

This is in response to your recent letter requesting the Economic Regulatory Administration (ERA) to confirm the critical power supply situation outlined by the Tennessee Valley Authority (TVA) in their July 16, 1980, letter requesting an extension of the deadline for performance of IE Bulletin 80-17 Action Item 2 scram tests on Brown's Ferry Units 1 and 2. The following analysis is based on daily data on system operations reported by TVA to ERA's Electric Power Monitoring Center (EPMC).

The extremely hot weather that has affected large areas of the south and mid-west has brought record temperatures to the TVA region. This weather has caused TVA's net energy for load to exceed that supplied to customers at the same time last year by more than 15 percent. In addition, TVA has seasonal diversity contracts requiring them to supply energy to the utilities in the Illinois-Missouri area, the South Central Electric Companies and the Southern Company System with these region supplying energy to TVA during their winter peak load period. In order to meet these current obligations and the demands of their own customers, TVA has purchased energy from other systems equivalent to approximately 10 percent of their total requirements. TVA also had major coal-fired generating units forced out of service totaling approximately 13 percent of their installed system capacity.

TVA has made appeals to their customers to conserve energy and purchased energy from other utilities where possible. All of TVA's operable resources were being utilized at close to maximum capability during the extremely hot weather period.

These actions allowed TVA to avoid having to take any mandatory actions to reduce loads such as voltage reductions or curtailment of firm industrial load.

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The situation on the TVA system was very tight during the heat wave period and a new period of hot weather will likely cause loads to equal earlier levels. Since a significant amount of coal-fired capacity will be unavailable for all of July and early August, removal of a Brown's Ferry Unit could leave TVA in a very tenuous power supply position. Obviously, TVA would purchase all available power from their neighboring utilities, however, the hot weather usually occurs throughout the region and the availability would likely be very limited. Without this power being available TVA would then be forced to drop some firm customer loads. The removal of one Brown's Ferry Unit at a later time would be possible if the heat wave abates sufficiently or if a significant amount of additional coal-fired capacity returns to service.

Weekend periods usually offer some load relief even during hot periods and the required tests could likely be done over a weekend provided this is coordinated with the neighboring utilities. It would also be necessary to ensure that the unit was available to meet peak loads the next weekday to assure adequate system reliability. Since the hot summer weather may occur at any time through mid-September the TVA system could experience high loads and power supply problems until that time.

This analysis deals only with electric power system reliability and energy supply. I would appreciate being notified of the decision regarding Brown's Ferry Units 1 and 2.

Sincerely,

Richard E. Weiner
Director,
Division of Power Supply
and Reliability
Economic Regulatory Administration