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       50-260 Browns Ferry Nuclear Power Station, Unit 2, Tennessee      05000260  
       50-296 Browns Ferry Nuclear Power Station, Unit 3, Tennessee      05000296  
 AUTH. NAME                      AUTHOR AFFILIATION  
 MILLS, L.M.                      Tennessee Valley Authority  
 RECIP. NAME                      RECIPIENT AFFILIATION  
 DENTON, H.R.                      Office of Nuclear Reactor Regulation, Director

SUBJECT: Forwards response to 830316 request to document compliance w/acceptance criteria & schedule for NUREG-0737, Item II, K.3.13, "Separate HPCI & RCIC Initiation Levels." Criteria will be met.

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TENNESSEE VALLEY AUTHORITY

CHATTANOOGA TENNESSEE 37401

400 Chestnut Street Tower II

May 24, 1983

Mr. Harold R. Denton, Director  
Office of Nuclear Reactor Regulation  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Dear Mr. Denton:

In the Matter of the ) Docket Nos. 50-259  
Tennessee Valley Authority ) 50-260  
50-296

By letter from D. B. Vassallo to H. G. Parris dated March 16, 1983, we received the NRC staff Safety Evaluations and plant specific acceptance criteria for NUREG-0737, Item II.K.3.13, RCIC Automatic Restart. The letter requested that we document compliance with the criteria and provide a schedule for implementation at the Browns Ferry Nuclear Plant. Enclosed is our response.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

*L. M. Mills*  
L. M. Mills, Manager  
Nuclear Licensing

Subscribed and sworn to before  
me this 24th day of May 1983.

*Paulette W. White*  
Notary Public  
My Commission Expires 9-5-84

Enclosure

cc (Enclosure):

U.S. Nuclear Regulatory Commission  
Region II  
ATTN: James P. O'Reilly, Regional Administrator  
101 Marietta Street, Suite 2900  
Atlanta, Georgia 30303

Mr. R. J. Clark  
Browns Ferry Project Manager  
U.S. Nuclear Regulatory Commission  
7920 Norfolk Avenue  
Bethesda, Maryland 20814

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ENCLOSURE  
COMPLIANCE WITH ACCEPTANCE CRITERIA AND SCHEDULE  
FOR NUREG-0737, ITEM II.K.3.13  
BROWNS FERRY NUCLEAR PLANT

We have reviewed our proposed design and have concluded that the criteria will be met. However, the proposed design does not annunciate on high reactor vessel level trip. This is acceptable since restart of the RCIC will be automatic if water level decreases to the low water level initiation setpoint. Tripping of the trip throttle valve is still annunciated in the main control rooms and requires operator action to be reset.

By letter from L. M. Mills to H. R. Denton dated January 14, 1983, we submitted the latest revision (Revision 2) of the Browns Ferry integrated modification schedule. The schedule for performing modifications required by II.K.3.13 was included.

A functional test will be performed upon completion of this modification.