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AUTH.NAME AUTHOR AFFILIATION
GRIDLEY,R. Tennessee Valley Authority
RECIP.NAME RECIPIENT AFFILIATION
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SUBJECT: Discusses fuel insp & reconstitution process to achieve core reload for Unit 2.

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TENNESSEE VALLEY AUTHORITY
CHATTANOOGA, TENNESSEE 37401
5N 157B Lookout Place

MAY 20 1988

U.S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, D.C. 20555

Gentlemen:

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

BROWNS FERRY NUCLEAR PLANT (BFN) - FUEL INSPECTION AND RECONSTITUTION

References: 1. Letter from TVA to NRC dated March 23, 1988, "Browns Ferry Nuclear Plant (BFN) Fuel Inspection and Reconstitution" (L44 880323 801)

2. Letter from NRC to S. A. White dated April 11, 1988, "Secondary Containment Penetrations (TAC 00316, 00317, 00318)"

In reference 1, TVA described the unit 2 inspection and reconstitution process. This inspection and reconstitution process started April 28, 1988. Preliminary results indicate more extensive crud induced localized corrosion (CILC) than expected on the fuel cladding. Extrapolation of these results indicates insufficient assemblies from the unit 2 fuel pool will be available for unit 2 reload. Therefore, it will be necessary to use fuel assemblies from unit 1 and/or unit 3 to achieve a core reload for unit 2.

TVA intends to inspect the unit 1 fuel assemblies using the same methods as applied to the unit 2 inspection. This inspection will be performed in the unit 1 fuel pool concurrent with the fuel inspection/reconstitution activities in the unit 2 fuel pool. A safety evaluation addressing the concurrent unit 1 fuel inspection including the bounding fuel handling accident will be performed to ensure that nuclear safety is not impacted. A special procedure similar to the unit 2 Special Test 88-14 is being prepared that will control the unit 1 inspection. This inspection is scheduled to commence May 23, 1988. Because the secondary containment is common to all units, there are no new operability requirements. Therefore, the previous efforts to place systems in service remain valid. The control measures of reference 2, which have already been implemented for the unit 2 inspection/reconstitution, will also be implemented for the unit 1 or unit 3 fuel inspection.

If a sufficient number of fuel assemblies cannot be obtained using fuel from units 1 and 2, TVA intends to inspect unit 3 fuel to determine if it is acceptable for the unit 2 reload. If it becomes necessary to transfer fuel from unit 3 to unit 2 a safety evaluation will be performed to evaluate the transfer by a spent-fuel shipping cask. Units 1 and 2 are linked by a transfer canal.



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After TVA completes the fuel inspection/reconstitution activities an optimum core reload will be determined. A core reload safety analysis will be performed to determine if the revised unit 2 core design is bounded by the current reload analysis, technical specifications, and NRC Safety Evaluation. If the new core design is not bounded a licensing submittal will be prepared for NRC review and approval.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

M L Ray for

R. Gridley, Director
Nuclear Licensing and
Regulatory Affairs

cc: Mr. K. P. Barr, Acting Assistant Director
for Inspection Programs
TVA Project Divisions
U.S. Nuclear Regulatory Commission
Region II
101 Marietta Street, NW, Suite 2900
Atlanta, Georgia 30323

Mr. G. G. Zech, Assistant Director
for Projects
TVA Project Divisions
U.S. Nuclear Regulatory Commission
One White Flint, North
11555 Rockville Pike
Rockville, Maryland 20852

Browns Ferry Resident Inspector
Browns Ferry Nuclear Plant
Route 12, P.O. Box 637
Athens, Alabama 3611