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SUBJECT: Advises that util reevaluated effects of LOCA occurring while containment purged through standby gas treatment sys using 18-inch drywell exhaust valves, per 900604 application for amend to TS to clarify use of containment purge sys.

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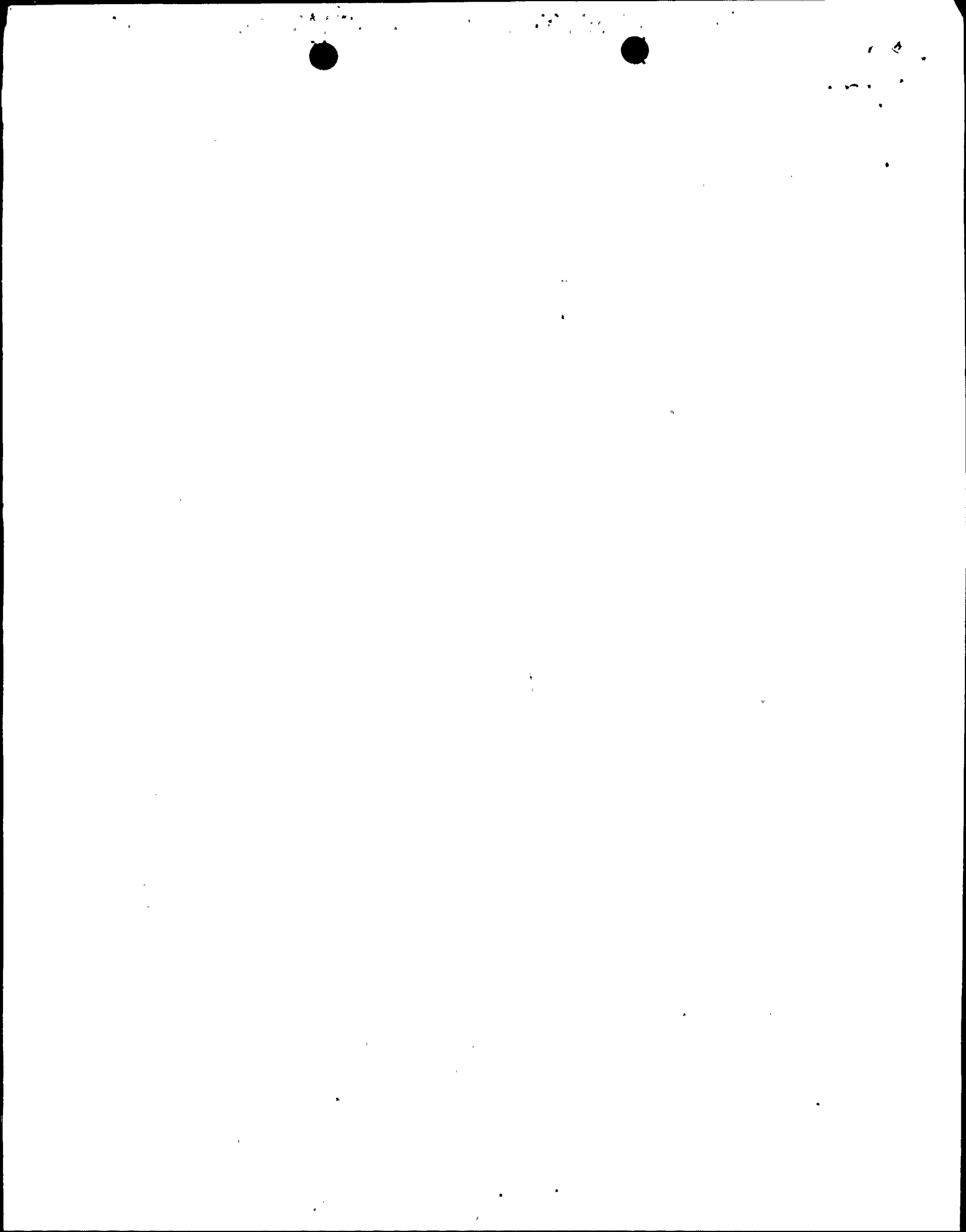
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U.S. Nuclear Regulatory Commission
ATTN: Document Control Desk
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Gentlemen:

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

BROWNS FERRY NUCLEAR PLANT (BFN) - PRIMARY CONTAINMENT PURGE SYSTEM

Reference: TVA letter, dated June 4, 1990, BFN Technical Specification No. 273-Primary Containment Purge System

The referenced letter submitted a request for an amendment to the BFN Technical specifications to clarify the use of the Containment Purge System. This submittal included proposed revisions to Specification 3.7.F, "Primary Containment Purge System". TVA and NRC met on February 6, 1991 and February 25, 1991, to discuss this proposed amendment. NRC expressed a concern regarding the purging of the containment atmosphere through the Standby Gas Treatment System (SGTS). This purging could reduce the reliability of the SGTS. If a Loss of Coolant Accident (LOCA) occurred during this purging, the SGTS could be over-pressured and become inoperable.

The issue regarding the adequacy of the BFN containment purge isolation valves was previously raised by NRC in a November 1978 Generic Letter. TVA performed an analysis which showed the containment purge valves will close under the loading imposed by a design basis LOCA. TVA reduced the valve closure time for the large purge valves to less than 2.5 seconds to reduce the analytical doses and to protect against pressurization of appurtenant duct work and secondary containment. The analysis of the purge valves was reviewed and found acceptable in the NRC's December 17, 1981, Safety Evaluation.

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Since the wording of TVA's previous submittals and the NRC's Safety Evaluation may be subject to interpretation, NRC requested TVA docket a clarification to resolve the NRC concern. TVA has re-evaluated the effects of a LOCA occurring while the containment is purged through the SGTS using the 18 inch drywell exhaust valves. TVA has concluded that a LOCA will not jeopardize any SGTS components or piping such that the safety function of the system is inhibited.

There are no commitments contained in this letter. If you have any questions please get in touch with Patrick P. Carrier, Manager of Site Licensing, at (205) 729-3570.

Very truly yours,

TENNESSEE VALLEY AUTHORITY



O. J. Zeringue
Vice President
Browns Ferry Operations

Enclosures

cc: See page 2

1991-92

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