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SUBJECT: Responds to 970623 verbal request for addl info re core spray weld flaw evaluation. Clarification of methodology used to estimate increase in limiting peak clad temp for LOCA analysis, provided.

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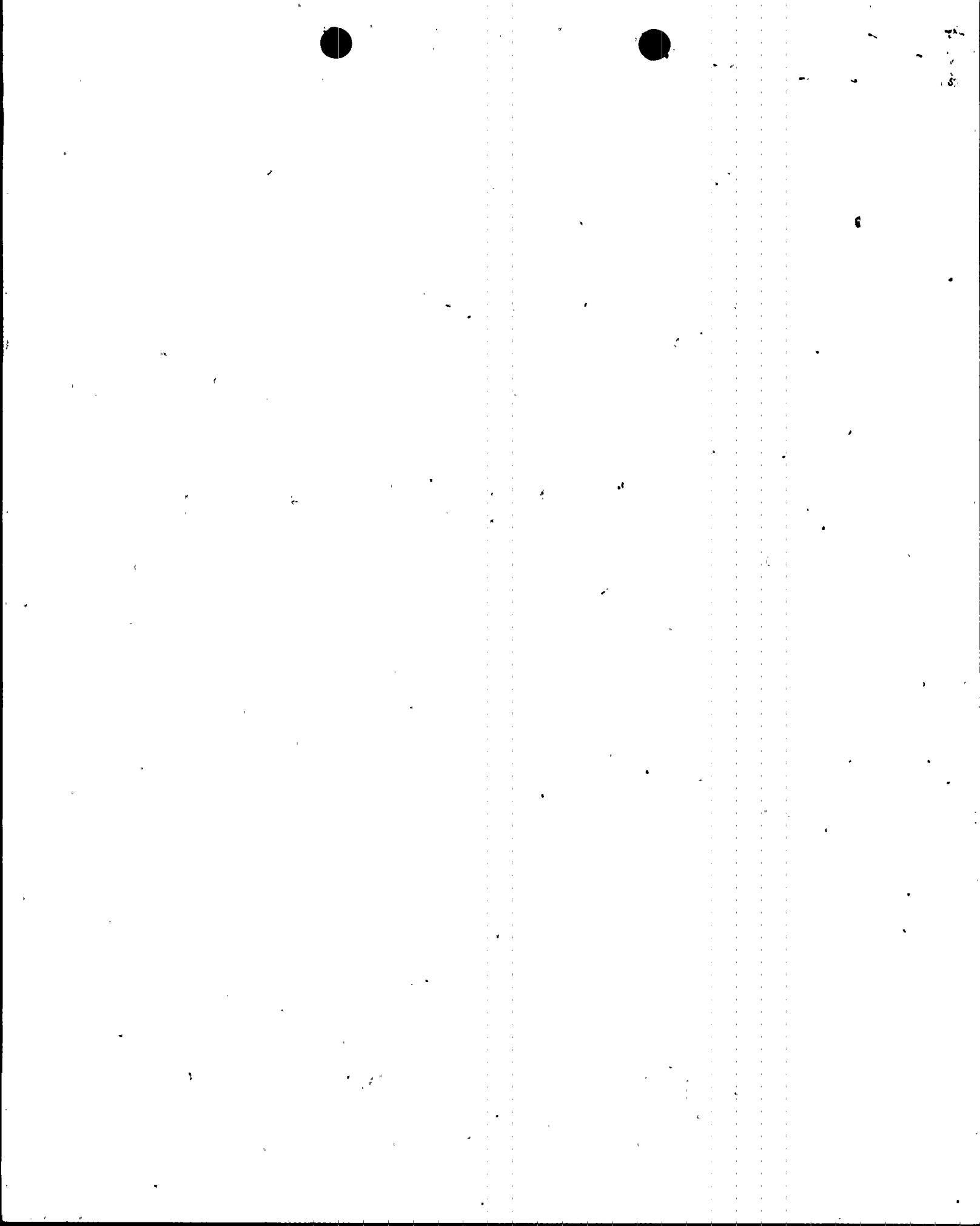
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Tennessee Valley Authority, Post Office Box 2000, Decatur, Alabama 35609-2000

June 24, 1997

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

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

**BROWNS FERRY NUCLEAR PLANT (BFN) - UNIT 3 - RESPONSE TO  
VERBAL REQUEST FOR ADDITIONAL INFORMATION REGARDING CORE  
SPRAY WELD FLAW EVALUATION (TAC NO. M98059)**

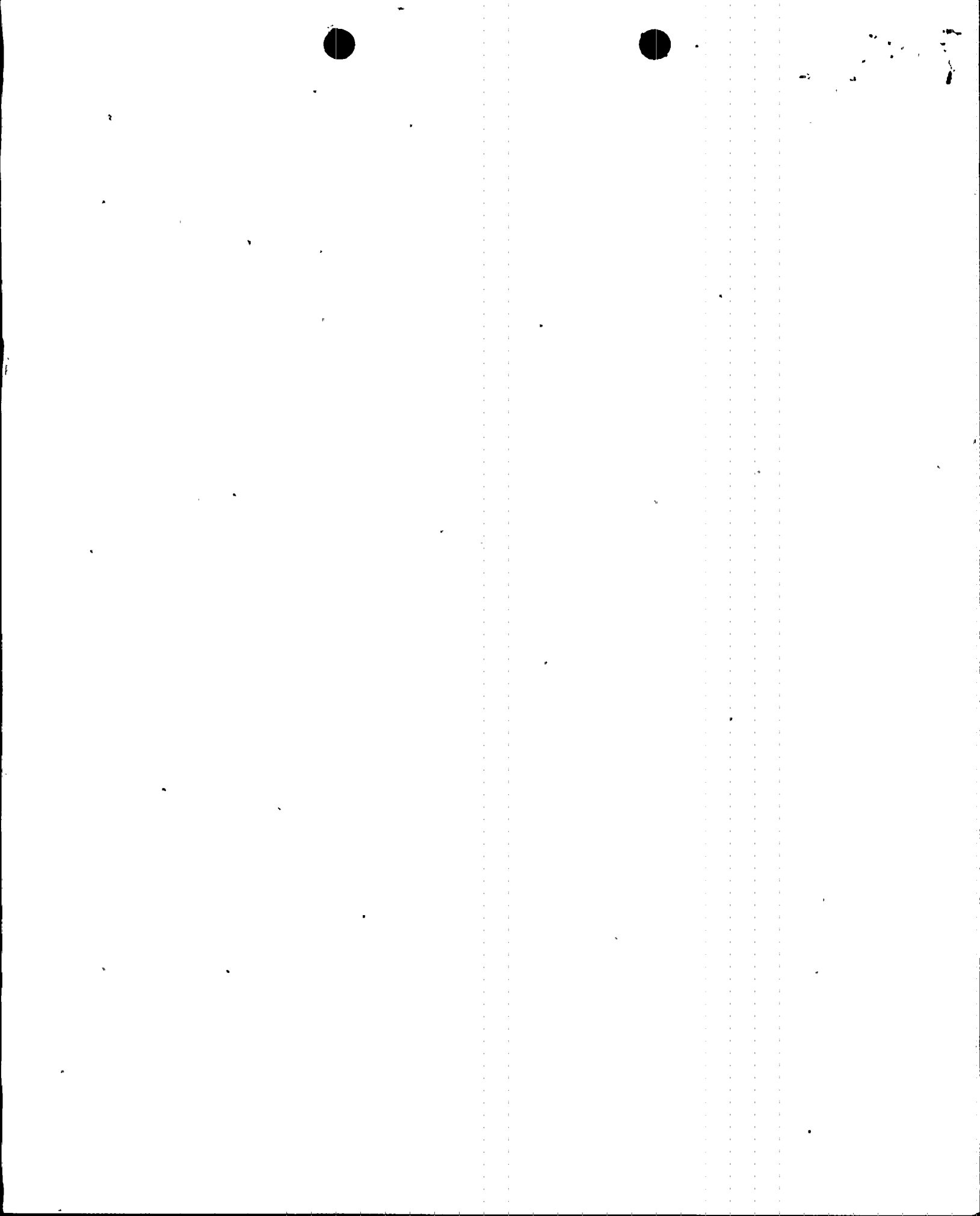
This letter responds to the NRC's June 23, 1997, verbal request for additional information regarding core spray weld flaw evaluation. NRC requested TVA clarify the methodology used in TVA's June 10, 1997 letter to estimate the increase in the limiting peak clad temperature (PCT) for a Loss of Coolant Accident (LOCA) analysis that assumed a loop of core spray piping supplied no flow to the vessel.

The PCT calculated and referenced in the June 10, 1997 submittal is the "licensing basis" PCT, which is referred to as PCT:APP.K in the NRC's June 1, 1984 Safety Evaluation Report regarding the acceptance for referencing of Licensing Topical Report NEDE-23785, GESTR-LOCA and SAFER Models for the Evaluation of the Loss of Coolant Accident. The applicable acceptance criterion for the licensing basis PCT is 2200 F. This is the PCT value most representative of the effect that a loss of a core spray loop would have on fuel cladding integrity from a regulatory standpoint.

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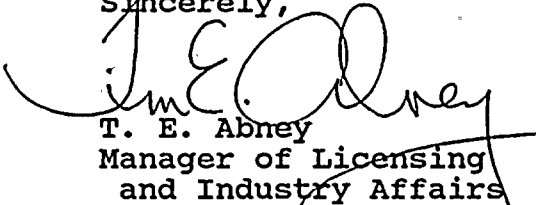
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There are no commitments in this letter. If you have any questions, please contact me at (205) 729-2636.

Sincerely,



T. E. Abney  
Manager of Licensing  
and Industry Affairs

cc:

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