

50-328

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

APR 12 1982
APR 8, 1982

U.S. Nuclear Regulatory Commission
Region II
Attn: James P. O'Reilly, Regional Administrator
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303



Dear Mr. O'Reilly:

SEQUOYAH NUCLEAR PLANT UNIT 2 - MAIN CONTROL ROOM HABITABILITY -
NCR SQN QEB 8001 - SUPPLEMENT TO SECOND REVISED FINAL REPORT
SUBMITTED ON JANUARY 30, 1981

The subject deficiency was initially reported to NRC-OIE Inspector R. W. Wright on March 5, 1980 in accordance with 10 CFR 50.55(e). A final report was submitted on April 3, 1980. Revisions to the final report were submitted on December 15, 1980 and January 30, 1981. Enclosed is a supplement to our January 30, 1981 report.

If you have any questions, please get in touch with R. H. Shell at FTS 858-2688.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills, Manager
Nuclear Regulation and Safety

Enclosure

cc: Mr. Richard C. DeYoung, Director (Enclosure)
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Washington, DC 20555

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ENCLOSURE

SEQUOYAH NUCLEAR PLANT UNIT 2
MAIN CONTROL ROOM HABITABILITY
NCR SQN QEB 8001
10 CFR 50.55(e)

SUPPLEMENT TO SECOND REVISED FINAL REPORT SUBMITTED ON JANUARY 30, 1981

The corrective actions described in our April 3, 1980 final report to this deficiency proved ineffective in reducing the leakage of air into the control room at Sequoyah Nuclear Plant to acceptable levels in order to meet the habitability requirements. After the initial modifications were made, the system was retested. Although the leakage of air was reduced, it remained at a level that was unacceptable.

The December 15, 1980 revised final report described our additional corrective actions which achieved acceptable inleakage of outside air to meet habitability requirements in the control room. Also, the December 15, 1980 revised final report defined TVA's plans for further corrective action which will provide additional protection for the control room during an accident condition.

In our January 30, 1981 report, we identified those modifications that had been performed to correct the deficiency. After these changes were made, the system was again tested and the total inleakage of unfiltered outside air was low enough to meet habitability requirements of the control room. We further stated that we planned additional modifications to further reduce inleakage of air, even though we believed there was no longer a safety problem involved with the system. We still plan to replace the duct which contains pressurized unfiltered air, including smoke removal and battery exhaust ducts with spiral, welded steel ducts.

However, we plan to handle this modification as a maintenance item on an "as-needed" basis and not as a commitment to be done before startup after the first refueling outage of unit 1.