

May 30, 1984

Docket Nos. 50-259/260/296

LICENSEE: Tennessee Valley Authority (TVA)

FACILITY: Browns Ferry Nuclear Plant, Units 1, 2 and 3

SUBJECT: SUMMARY OF MEETING WITH TVA ON A PROPOSED  
INTEGRATED SCHEDULE FOR BROWNS FERRY

A meeting was held on May 23, 1984 with TVA. The purpose was to discuss TVA's proposed program for submitting a license amendment request for approval of an integrated schedule for Browns Ferry covering plant modifications - those required by the NRC and plant improvement modifications. The outline of the agenda is presented in Enclosure 1. The list of attendees is enclosed as Enclosure 2.

As a result of a number of meetings with Region II, TVA has developed a Browns Ferry Regulatory Performance Improvement Plan (RPIP). An integral part of this plan is that TVA will reduce the numbers of trades and labor (T&L) personnel used during outages from approximately 950 to a maximum of 550 to 600 persons. This considerably reduces the number of man-days that is available during an outage.

Based on the reduced number of T&L personnel available, TVA has prepared a proposed integrated schedule for Browns Ferry. The methodology used in developing the schedule is based on:

1. Having only one of the three units down for refueling/maintenance at one time.
2. Scheduling 60 days between the projected startup of one unit and shutdown of the next unit to allow time for prefabrication, review designs, inventory materials, train personnel and refresh the work force. To prepare for replacement of the recirculation system piping in Unit 1 during the spring 1985 outage, 90 days is scheduled between the projected startup of Unit 2 on December 22, 1984 and the shutdown of Unit 1 (March 22, 1985).
3. Limiting trades and labor personnel to 550 to 600, as cited above. Of the manpower available for performing modifications during an outage, TVA stated that it is allocating 80% to modifications required by the NRC or by safety considerations. The other 20% is allocated to plant improvements. For each "NRC-required" modification, TVA presented an estimate of the number of man-days required to complete the modification.

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Based on the proposed scheduling methodology, the proposed schedule for completing many NRC-required modifications would be significantly extended. The most significant impacts are:

1. The proposed schedule does not include completion of the torus-attached piping for Unit 2 during the fall 1984 outage, as presently required by Order. (The torus mods are completed on Units 1 and 3.)
2. The proposed schedule for replacement of all non-environmentally qualified equipment extends beyond November 30, 1985 on all units. On Unit 2, the scheduled completion date extends to September 1986. This would require specific Commission authorization.
3. TVA has requested schedular exemptions to complete the Appendix R modifications. The scheduled completion date on all three units is December 1987. This does not meet the requirements of 10 CFR 50.48 and would require exemptions.
4. The schedule for completing certain NUREG-0737 modifications extends to 1988 on one unit. For one item, the integrated schedule would require modification of a Confirmatory Order.

At the conclusion of the meeting, we advised TVA that we would provide informal comments on the overall methodology and schedule in the near future. In the meantime, we suggested that TVA initiate preparation of a formal submittal.

Original signed by/

Richard J. Clark, Project Manager  
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Division of Licensing

Enclosures:  
As stated

cc w/enclosures:  
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Mr. Hugh G. Parris  
Tennessee Valley Authority  
Browns Ferry Nuclear Plant, Units 1, 2 and 3

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DRAFT AGENDA FOR NRC MEETING ON  
BROWNS FERRY NUCLEAR PLANT INTEGRATED SCHEDULE  
MAY 16, 1984, 9:30 a.m., ROOM P-110, PHILLIPS BUILDING

MAY 02 1984

- I. Introduction . . . . . J. A. Domer
  
- II. Describe Situation at BFNP - Problems/Solutions. . . . . G. T. Jones
  - A. - Statement of problems
  - Lay-off/stop work actions
  - B. Brief overview & description of RPIP
    - discussion with Region II
    - submitted to Region II
  
- III. Describe Integrated Schedule Methodology (Philosophy) Criteria  
and How These Have Changed Based on Item I. . . . . M. Skarzinski
  - A. Impact of this Situation on Integrated Schedule
  
- IV. Point out Areas of Highest Regulatory Concern  
and Possible Impact . . . . . D. McCloud/J. Domer
  - A. Pipe Replacement
  - B. Torus
  - C. Environmental Qualification
  - D. Appendix R
  - E. NUREG-0737 Items
  
- V. Obtain NRC Comments/Feedback . . . . . NRC

Meeting with TVA on Integrated Schedule - May 23, 1984

DICK CLARK	NRC, Browns Ferry Project Manager
Mark Skarzynski	TVA
Rick Ector	TVA
Steve Maehr	TVA
Ronald E. Rogers	TVA
Richard Rusczyk	TVA
Jim Damer	TVA
Dennis McCloud	TVA
GEORGE JONES	TVA - BROWNS FERRY
Bill Long	NRC
Bob RENUARTS	BECHTEL - SERCIT
Don Vassallo	NRC/DL
FLOYD CANTRELL	NRC/R II
JOHN N. HANNON	NRC/DL
John A Zwolinski	NRC/NRR/DL
RUDY O. KARSCH	NRC/NRR/DL/ORATS