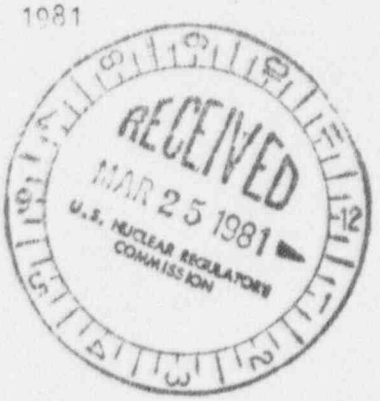
TR

400 Chestnut Street Tower II

March 13, 1981



Mr. James P. O'Reilly, Director
Office of Inspection and Enforcement
U.S. Nuclear Regulatory Commission
Region II - Suite 3100
101 Marietta Street
Atlanta, Georgia 30303

Dear Mr. O'Reilly:

OFFICE OF INSPECTION AND ENFORCEMENT BULLETIN 79-18 - RII:JPO
50-259, -260, -296 - BROWNS FERRY NUCLEAR PLANT

By my letter to you dated March 25, 1980, we provided a supplemental response to the subject bulletin concerning audibility problems encountered on evacuation of personnel from high-noise areas for the Browns Ferry Nuclear Plant. In that letter we informed you of procedural controls established at Browns Ferry to ensure evacuation of personnel from high-noise areas and committed to inform you of planned system modifications. Enclosed are the planned modifications and schedule for completion. If you have any questions, please call Jim Domer at FTS 857-2014.

To the best of my knowledge, I declare the statements contained herein are complete and true.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

L. M. Mills, Manager
Nuclear Regulation and Safety

Enclosure
cc: Office of Inspection and Enforcement (Enclosure)
U.S. Nuclear Regulatory Commission
Division of Reactor Operations Inspection
Washington, DC 20555

ENCLOSURE

SUPPLEMENTAL RESPONSE TO OIE BULLETIN 79-18
AUDIBILITY PROBLEMS ENCOUNTERED ON EVACUATION OF
PERSONNEL FROM HIGH-NOISE AREAS

BROWNS FERRY NUCLEAR PLANT
UNITS 1, 2, AND 3
(DOCKET NOS. 50-259, 50-260, 50-296)

TVA plans to perform the following modifications at Browns Ferry to resolve the problem of the subject bulletin.

1. Addition of new speakers having appropriate design and power rating in high-noise and/or isolated areas.

2. Replacement of existing paging speakers on the refueling floor with more powerful horn-type speakers.

3. Replacement of all existing MM2 speakers with ones of a better design.

4. Relocation of telephones where location contributes to feedback problems.

5. Addition of paging capability in areas not included in the original design.

6. Addition of sirens and strobe lights where required.

The design of the above modifications is being finalized. Field installation of the above modifications is currently scheduled to begin February 1982. Provided all necessary material is procurred as planned, we estimate the modifications to be operable by July 1982.