



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

November 20, 1998

U.S. Nuclear Regulatory Commission
ATTN: Document Control Desk
Washington, DC 20555

Gentlemen:

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

**BROWNS FERRY NUCLEAR PLANT (BFN) - BOEING ROCKET MOTOR
MANUFACTURING FACILITY - REQUEST FOR INFORMATION (TAC NOS.
M3422, M3423, AND M3424)**

This letter is in response to NRC's September 18, 1998, letter which requested information on the Boeing rocket booster manufacturing facility being constructed in Decatur, Alabama. The plant is being built in an industrial area slightly outside the five mile radius, south south-east from BFN. Initial staffing for production with about 300 employees is anticipated for July 1, 1999. Maximum personnel on a shift when fully staffed will be approximately 1250 employees.

The Boeing plant will manufacture the common booster core module for the Delta IV expendable launch vehicle. The manufacturing process basically involves the machining and joining of aluminum plate into large fuel tanks. The fuel tanks will be shipped by barge past BFN in a defueled condition. Hence, barge shipment of the tanks presents no unusual chemical release or explosion hazard. Regarding hazardous chemical storage at the manufacturing site, the Boeing plant will use basic industrial chemicals for aluminum cleaning and anodizing which pose no unusual hazard considering the distance of the plant from BFN.

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Since the plant is within BFN's ten-mile Emergency Planning Zone (EPZ), provisions for evacuation or sheltering of the rocket plant employees in the event of a radiological event at BFN are accounted for in TVA's emergency planning program for nuclear plants. This is a mutual effort among TVA, the State of Alabama, and local county emergency management agencies. With specific regard to the Boeing plant, the Alabama Emergency Management Agency recently informed TVA in a letter dated October 20, 1998, that the current evacuation routes and number of reception centers are sufficient to accommodate the Boeing employees. These emergency plans are periodically evaluated and adjusted, if necessary, for changes in the industrial or residential population in the ten-mile EPZ.

Following completion of plant construction, the Final Safety Analysis Report (FSAR), Chapter 2, will be updated to include the Boeing plant in accordance with the BFN's routine periodic FSAR update process.

There are no commitments contained in this letter. If you have any questions, please contact me at (256) 729-2636.

Sincerely,



T. E. Abney
Manager of Licensing
and Industry Affairs

cc: See page 3

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