

From: Wells, Russell Douglas <rdwells0@tva.gov>
Sent: Monday, July 26, 2021 9:34 AM
To: Green, Kimberly
Cc: Hulvey, Kimberly Dawn; Brown, Michael Anthony; 'Paul Schoepf'; Carter, Thomas John
Subject: [External_Sender] RE: Correction to WBN Chiller Replacement LAR

Kim

I forgot to also mention that TVA performed a detailed review of the LAR, RAI response, and NRC SE and determined that there were no other incorrect statements.

Russell D. Wells

Senior Program Manager
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From: Wells, Russell Douglas
Sent: Monday, July 26, 2021 9:31 AM
To: Green, Kimberly <Kimberly.Green@nrc.gov>
Cc: Hulvey, Kimberly Dawn <kdhulvey@tva.gov>; Brown, Michael Anthony <mabrown6@tva.gov>; 'Paul Schoepf' <PSCHOEPF@ENERCON.COM>; Carter, Thomas John <tjcarter@tva.gov>
Subject: Correction to WBN Chiller Replacement LAR

Kim

A very specific methodology for attaching temporary chilled water to the safety related chillers was included in TVA letter to NRC, CNL-20-012, dated May 19, 2020, "Application to Modify the Watts Bar Nuclear Plant Unit 1 and Unit 2 Technical Specifications for Main Control Room Chiller Completion Time Extension (WBN-TS-18-16)," (ML20140A342). Specifically, in Section 3.2.1 of the enclosure to the TVA letter, TVA informed NRC that "Connection to the AHU coils will be made by isolating the chilled water piping, removing the flex hoses between the AHU coils and the chilled water piping and then connecting the temporary chilled water supply and return hoses to the AHU coils using existing flange connections."

The above license amendment request was approved by the NRC in a letter to TVA, "Watts Bar Nuclear Plant, Units 1 and 2 - Issuance of Amendment Nos. 145 and 51 for One-Time Change to Technical Specification 3.7.11 to Extend the Completion Time for Main Control Room Chiller Modifications (EPID L-2020-LLA-0114)," dated May, 2021 (ML21078A484). Contrary to the quoted statement in the TVA letter to the NRC, TVA now plans to install permanent branch connections in order to connect the hoses using a permanent branch connection with isolation valve and flange. While this methodology is a more efficient and safer design it differs from what TVA informed the NRC. It is TVA's opinion that the difference in the design has no impact on the NRC safety evaluation. Therefore, TVA does not plan to submit a correction letter.

Please let me know if you have questions or comments. Thanks

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Tracking Status: None
"Paul Schoepf" <PSCHOEPF@ENERCON.COM>
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"Carter, Thomas John" <tjcarter@tva.gov>
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