

Tennessee Valley Authority, Post Office Box 2000, Spring City, Tennessee 37381-2000

William R. Lagergren, Jr.  
Site Vice President, Watts Bar Nuclear Plant

WBN-TS-01-04

APR 01 2002

10 CFR 50.4  
10 CFR 50.90

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

In the Matter of the  
Tennessee Valley Authority

)  
)

Docket No. 50-390

WATTS BAR NUCLEAR PLANT (WBN) - TECHNICAL SPECIFICATION CHANGE  
TS-01-04, DIESEL GENERATOR (DG) RISK INFORMED ALLOWED OUTAGE  
TIME (AOT) EXTENSION - ADDITIONAL INFORMATION

TVA submitted a letter on August 7, 2001, requesting an amendment to the Technical Specifications for Limiting Condition for Operation (LCO) 3.8.1, "AC Sources Operating." The proposed amendment revises the AOT for one DG from three days to 14 days. Additional information regarding the proposed amendment was provided in a letter to NRC dated December 14, 2001. NRC's review of the proposed amendment resulted in a teleconference February 19, 2002, to discuss whether the DG's from one train can be, if required, interconnected to the opposite train. Based on the teleconference TVA agreed to clarify and submit the information discussed. The information on the capabilities of the onsite electrical system is provided in Enclosure 1 to this letter and indicates that a means exist to interconnect the DGs to provide one train of power. Enclosure 2 list the commitment to update appropriate site procedures to reflect this capability.

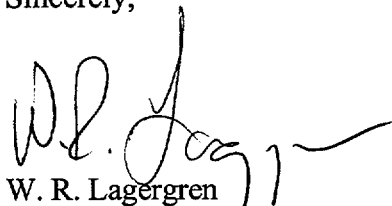
D030

U.S. Nuclear Regulatory Commission  
Page 2

APR 01 2002

If you have any questions about this request, please contact P. L. Pace at (423) 365-1824.

Sincerely,

  
W. R. Lagergren

Subscribed and sworn to before me  
on this 1st day of April 2002

E. Jeannette Long  
Notary Public

My Commission Expires May 21, 2005

U.S. Nuclear Regulatory Commission  
Page 3

**APR 01 2002**

cc (Enclosures):

NRC Resident Inspector  
Watts Bar Nuclear Plant  
1260 Nuclear Plant Road  
Spring City, Tennessee 37381

Mr. L. Mark Padovan, Senior Project Manager  
U.S. Nuclear Regulatory Commission  
MS 08G9  
One White Flint North  
11555 Rockville Pike  
Rockville, Maryland 20852-2739

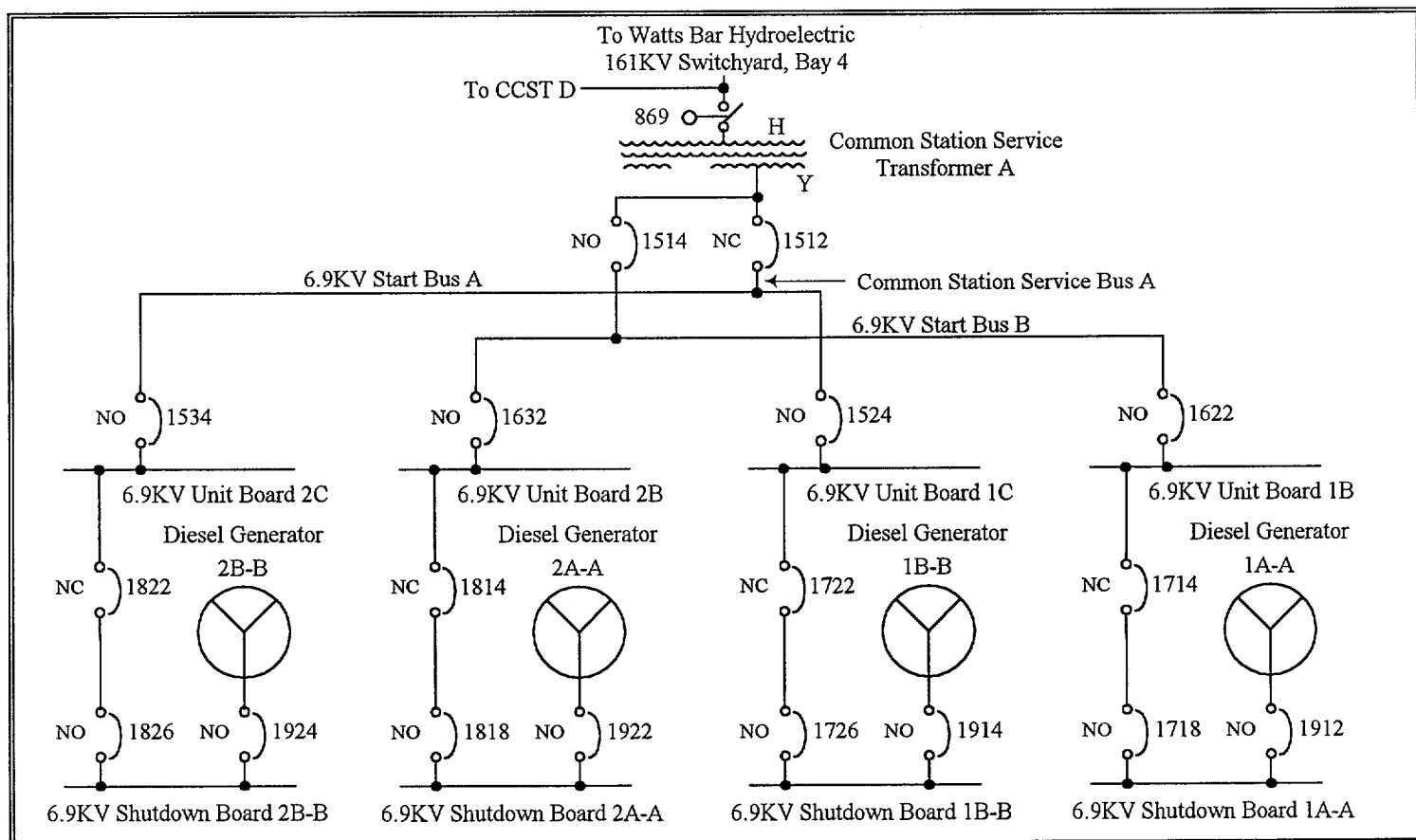
U.S. Nuclear Regulatory Commission  
Region II  
Sam Nunn Atlanta Federal Center  
61 Forsyth St., SW, Suite 23T85  
Atlanta, Georgia 30303

Mr. Lawrence E. Nanny, Director  
Division of Radiological Health  
3<sup>rd</sup> Floor  
L & C Annex  
401 Church St.  
Nashville, Tennessee 37243

**Enclosure 1**  
**WBN Technical Specification Change 01-04, Diesel Generator (DG)**  
**Risk Informed Allowed Outage Time (AOT) Extension - Additional Information**

A teleconference was held with NRC on February 19, 2002, to discuss the capabilities of the onsite/DG electrical system. During the discussion TVA outlined the breaker alignment required to tie a DG from one train to the opposite train. TVA also clarified that no credit is taken for this capability in the design or licensing basis for the plant even though the DGs may be aligned in this manner. In order to clarify the information presented in the teleconference, a listing of the various DG/breaker configurations is provided on the following page. This information indicates that one train of DGs can be made available when one DG is available in a train and a second DG is available in the opposite train.

TVA discussed during the teleconference that the alignment of a DG to an opposite train is a manual action that must be performed outside the main control room by the operations staff. A review of the activities required for the alignment of a DG in this manner and a walkdown of the associated equipment indicated that the required actions can be performed in less than an hour. Based on this, TVA will develop appropriate revisions to affected site procedures to incorporate a cross-train alignment process for contingency purposes. These procedures will ensure appropriate safe shutdown loads are available, and aligned or locked out to support availability of a complete train. The procedures will be formally approved and released for use in conjunction with the incorporation of the amendment into the Technical Specifications.



**Simplified Schematic for WBN Diesel Generators (DGs) -**  
**Information Extracted from UFSAR Figures 8.1-2 and 8.1-2A**

**Breaker Alignment for a DG to Supply Opposite Train  
Based on the Above Schematic**

<b>DG Available for Realignment</b>							
<b>1A-A</b>		<b>2A-A</b>		<b>1B-B</b>		<b>2B-B</b>	
<b>Align to Supply Shutdown Board</b>		<b>Align to Supply Shutdown Board</b>		<b>Align to Supply Shutdown Board</b>		<b>Align to Supply Shutdown Board</b>	
<b>1B-B</b>	<b>2B-B</b>	<b>1B-B</b>	<b>2B-B</b>	<b>1A-A</b>	<b>2A-A</b>	<b>1A-A</b>	<b>2A-A</b>
<b>Breakers Closed</b>		<b>Breakers Closed</b>		<b>Breakers Closed</b>		<b>Breakers Closed</b>	
1912	1912	1922	1922	1914	1914	1924	1924
1718	1718	1818	1818	1726	1726	1826	1826
1714	1714	1814	1814	1722	1722	1822	1822
1622	1622	1632	1632	1524	1524	1534	1534
1514	1514	1514	1514	1512	1512	1512	1512
1512	1512	1512	1512	1514	1514	1514	1514
1524	1534	1524	1534	1622	1632	1622	1632
1722	1822	1722	1822	1714	1814	1714	1814
1726	1826	1726	1826	1718	1818	1718	1818

## ENCLOSURE 2

### TECHNICAL SPECIFICATION CHANGE TS-01-04 DIESEL GENERATOR (DG) RISK INFORMED ALLOWED OUTAGE TIME (AOT) EXTENSION

#### COMMITMENT LIST

1. TVA will develop appropriate revisions to affected site procedures to incorporate a cross-train alignment process for contingency purposes. These procedures will ensure appropriate safe shutdown loads are available, and aligned or locked out to support availability of a complete train. The procedures will be formally approved and released for use in conjunction with the incorporation of the amendment into the Technical Specifications.