

## NRR-PMDAPEm Resource

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**From:** Gratton, Christopher  
**Sent:** Friday, September 09, 2011 7:53 AM  
**To:** Matthews, Thomas C IV  
**Subject:** Deletion of Low Pressure Coolant Injection Motor-Generator Sets for Browns Ferry Nuclear Plant (ME5796/7) - RAI Changes  
**Attachments:** ME5796 RAI2 MG Set.docx

Mr. Matthews,

The purpose of this email is to document the phone call with Mr. Tom Matthews (Tennessee Valley Authority (TVA)) on September 8, 2011, regarding requests for additional information (RAI) concerning TVA's application dated February 25, 2011, "Deletion of Low Pressure Coolant Injection Motor-Generator Sets for Browns Ferry Nuclear Plant [BFN], Units 2 and 3."

Due to information gathered during an audit at AREVA NP in support of TVA's amendment request to transition to AREVA fuel at BFN Unit 1 (application dated April 16, 2010), the staff no longer requires the information requested in our May 27, 2011, RAI. The NRC staff informed Mr. Matthews during the call that TVA no longer needed to reply to the May 27, 2011, RAI.

In addition, the NRC staff forwarded via email, additional draft RAI questions on July 18, 2011 (See attached questions). On July 20, 2011, TVA staff informed the NRC staff that a teleconference to clarify the intent of the questions was not necessary. During the teleconference on September 8, 2011, the NRC staff and TVA agreed to respond to the July 18, 2011, RAI by September 18, 2011. In addition, the NRC staff informed TVA that this email would be added to the NRC's Agencywide Documents Access and Management System (ADAMS) to document the changes discussed herein.

If you have any question regarding this email, please contact me at 301-415-1055.

Christopher Gratton  
Senior Project Manager  
Division of Operating Reactor Licensing  
Office of Nuclear Reactor Regulation

**Hearing Identifier:** NRR\_PMDA  
**Email Number:** 142

**Mail Envelope Properties** (Christopher.Gratton@nrc.gov20110909075200)

**Subject:** Deletion of Low Pressure Coolant Injection Motor-Generator Sets for Browns  
Ferry Nuclear Plant (ME5796/7) - RAI Changes  
**Sent Date:** 9/9/2011 7:52:36 AM  
**Received Date:** 9/9/2011 7:52:00 AM  
**From:** Gratton, Christopher

**Created By:** Christopher.Gratton@nrc.gov

**Recipients:**  
"Matthews, Thomas C IV" <tcmatthews@tva.gov>  
Tracking Status: None

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Files	Size	Date & Time
MESSAGE	1598	9/9/2011 7:52:00 AM
ME5796 RAI2 MG Set.docx	27389	

**Options**  
**Priority:** Standard  
**Return Notification:** No  
**Reply Requested:** No  
**Sensitivity:** Normal  
**Expiration Date:**  
**Recipients Received:** ZZZ

REQUEST FOR ADDITIONAL INFORMATION  
REGARDING AMENDMENT REQUEST TO DELETE LPCI MG SETS  
TENNESSEE VALLEY AUTHORITY  
BROWNS FERRY NUCLEAR PLANT, UNITS 1, 2, AND 3  
DOCKET NOS. 50-259, 50-260, AND 50-296

1. On Page E-3 of the license amendment request (LAR), the licensee stated that in a previous amendment for Browns Ferry Nuclear Plant (BFN), Unit 1, the Low Pressure Coolant Injection (LPCI) Motor-Generator (MG) Sets, and their Reactor Motor Operated Valve (RMOV) Boards 1D and 1E were removed from service. For BFN, Unit 1, the loads that were once on RMOV Boards 1D and 1E are now powered from BFN, Unit 1, RMOV Boards 1A and 1B. However, BFN, Units 2 and 3 will retain their RMOV Boards D and E in the proposed modification, which will also eliminate the LPCI MG Sets.

Explain why the RMOV Boards D and E relating to BFN Units 2 and 3 would be retained, whereas RMOV Boards 1D and 1E were eliminated for BFN Unit 1.

2. On Page E-9 of the LAR, the licensee stated that the feeder breakers for the 480 Volt (V) RMOV Boards D and E at the applicable 480V Shutdown Boards will be modified from electrically-operated to mechanically-operated.

Please confirm that the proposed modification described above to the breaker operation is for isolation purposes. Discuss whether similar feeder breakers for 480V RMOV Boards A, B, and C at the applicable 480V Shutdown Boards are also of a mechanically-operated type for isolation purposes. In addition, after the breakers are modified to a mechanically-operated type, the remote control capability for these breakers would be lost. Please discuss any changes to plant procedures that would be necessary given the loss of remote control capability.