

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

JUL 3 1979

Director of Nuclear Reactor Regulation
Attention: Mr. Thomas A. Ippolito, Chief
Branch No. 3
Division of Operating Reactors
U.S. Nuclear Regulatory Commission
Washington, DC 20555

Dear Mr. Ippolito:

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

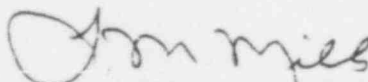
The proposed program of hydrostatic pressure testing for Browns Ferry Nuclear Plant unit 1 was submitted for your review by letter from J. E. Gilleland to you dated March 20, 1979. That program is also applicable to unit 2 and should be considered as the proposed hydrostatic pressure testing program for both units 1 and 2.

The fees for review of the unit 1 hydrostatic pressure testing program did not accompany the proposed program at the time of submittal. A request for TVA to forward Class III fees was made in a letter from Reba M. Diggs of the Licensing Fee Management Branch to H. G. Parris, Manager of Power, dated May 10, 1979. This request has been complied with. In accordance with the requirements of 10 CFR Section 170.22, we have determined, therefore, that the above requested action for unit 2 is a Class I action. This classification is based on the fact that the requested action for unit 2 is a duplicate of the requested action submitted on March 20, 1979, for unit 1. The remittance for \$400 is being wired to the NRC, Attention: Licensing Fee Management Branch.

Enclosed are revised Requests for Relief H-9 and H-11 to the Browns Ferry units 1 and 2 hydrostatic pressure testing program. This replaces pages submitted by the March 20, 1979, letter.

Very truly yours,

TENNESSEE VALLEY AUTHORITY



L. M. Mills, Manager
Nuclear Regulation and Safety

Enclosures

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Request for Relief H-9

SYSTEM - EECW

CLASS - 3

TEST
REQUIREMENT - Hydro testing of short sections of piping to/from the following components:

Control Bay Chillers - Between:
1-67-653 and 1-67-651

Unit 1 and 2 Diesels - Between:
1-67-527 and 1-67-529
1-67-629 and 1-67-631
1-67-513 and 1-67-515
1-67-626 and 1-67-628

BASIS FOR
RELIEF - The Control Bay Chillers are not safety related equipment, and the EECW serves only as an alternate heat sink for the Chiller Condenser. There is no way to postulate overpressurization of this piping. Due to the valving arrangement there is no practical way to test this piping. The piping to the Diesels can't be practically tested without removing all four diesels from service at the same time, which violates Technical Specifications. There is no postulated event which could overpressurize this piping.

ALTERNATE
TESTING - None

REQUEST FOR RELIEF H-11

(Request Withdrawn)

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