

TENNESSEE VALLEY AUTHORITY

CHATTANOOGA, TENNESSEE 37401

400 Chestnut Street Tower II

November 20, 1981

Mr. Harold R. Denton, Director  
Office of Nuclear Reactor Regulation  
U.S. Nuclear Regulatory Commission  
Washington, DC 20555



Dear Mr. Denton:

In the Matter of the )  
Tennessee Valley Authority

Docket No. 50-260

This letter is to inform you of a planned shift in the cycle 4 refuel outage shutdown date for the Browns Ferry Nuclear Plant unit 2. The date originally planned for shutdown was March 26, 1982. We now plan to begin the unit 2 cycle 4 refuel outage on August 1, 1982.

The change in shutdown date was based on the following considerations.

1. Achieve maximum (optimum) fuel burnup. Continuing cycle 4 to August 1, 1982 will result in a savings to TVA of \$8.07 million as compared to shutdown on March 26, 1982.
2. The delay in shutdown will provide sufficient time following the unit 3 refueling and torus outage to prevent overlap of outage manpower requirements.
3. The delay will also result in less torus work performed in the hot summer months.

By my letter to you dated October 28, 1981, we submitted the proposed schedule for modifications to be made at the Browns Ferry Nuclear Plant. Enclosures 7A, 7B, and 7C of that letter which presented that schedule showed the unit 2 cycle 4 outage as extending from approximately March to August 1982. Please consider the change to the unit 2 cycle 4 outage identified in your review of the October 28, 1981 letter. We are enclosing revised Enclosures 7A, 7B, and 7C to reflect the new unit 2 cycle 4 outage.

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Mr. Harold R. Denton

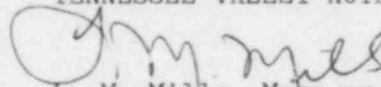
November 20, 1981

By my letter to you dated October 19, 1981, we submitted a request for license amendment TVA BFNP TS 168. The requested technical specification revisions proposed a change in the allowable interval for performing the Containment Integrated Leak Rate Test (CILRT). The interval for the CILRT requested in TS 168 is identical to the interval allowed by the BWR standard technical specifications. My October 19 letter requested approval by February 1, 1982. Approval of that license amendment is needed to permit the delay in the unit 2 cycle 4 refuel outage. Approval is needed by February 1, 1982 to allow finalization of refuel outage work based on the change in the outage date.

If your staff needs additional information, please get in touch with us through the Browns Ferry project manager.

Very truly yours,

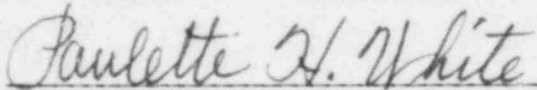
TENNESSEE VALLEY AUTHORITY



L. M. Mills, Manager

Nuclear Regulation and Safety

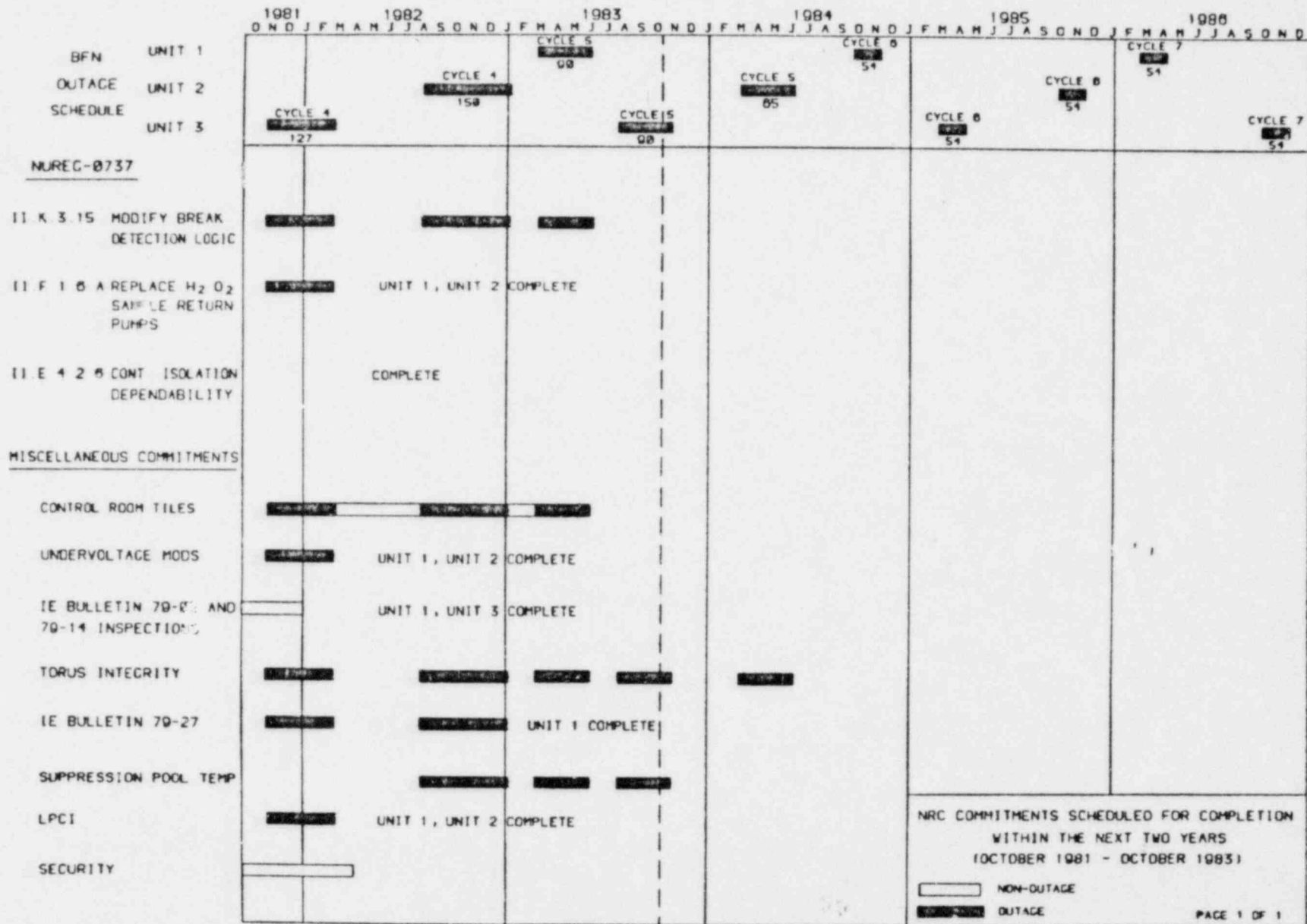
Sworn to and subscribed before me  
this 20<sup>th</sup> day of November 1981



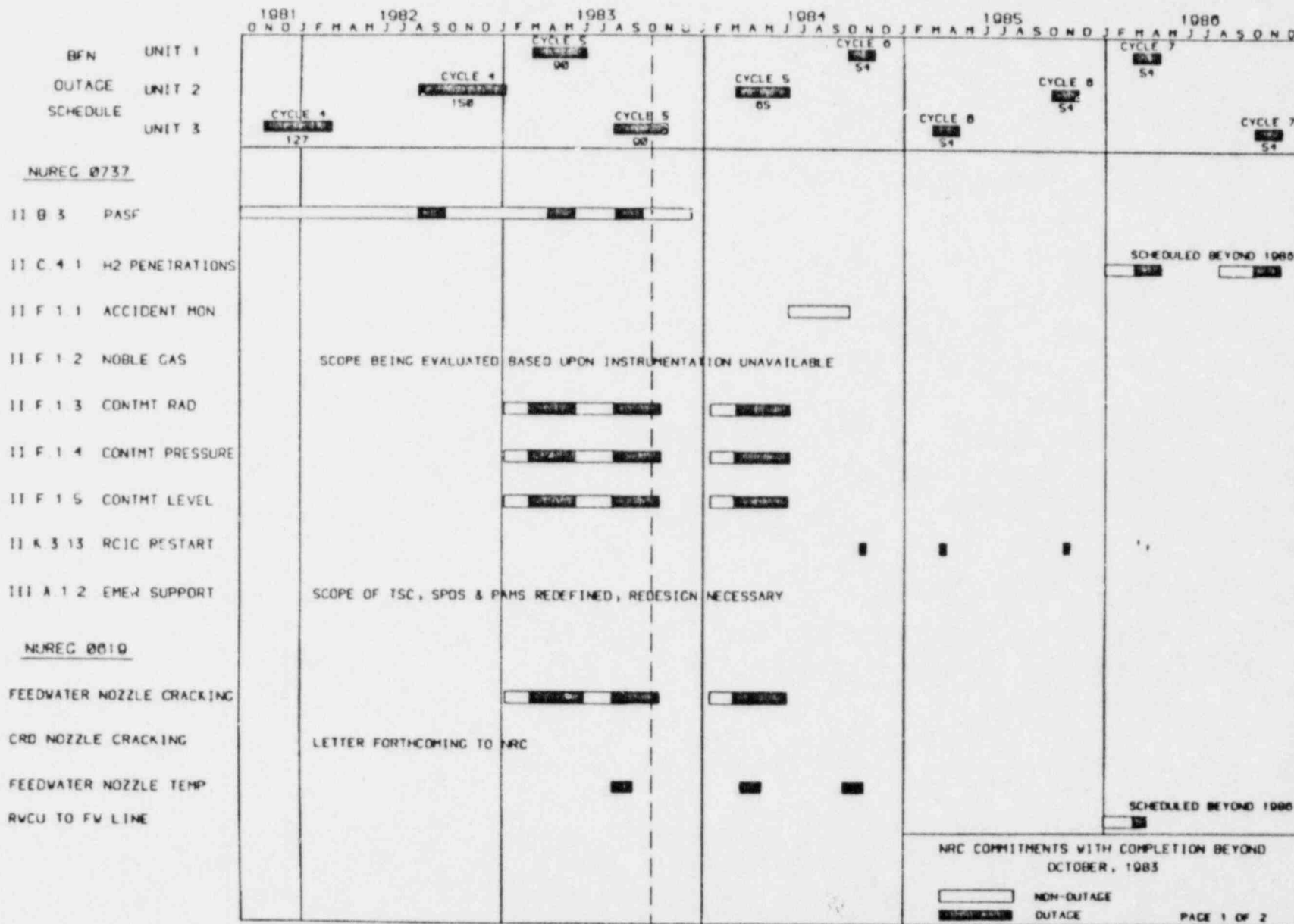
Notary Public

My Commission Expires 9-5-84

Enclosures



ENCLOSURE 7A



ENCLOSURE 7B

1981											
1982											
1983											
1984											
1985											
1986											
1987											
1988											
CYCLE 4 127	CYCLE 4 150	CYCLE 5 93	CYCLE 5 85	CYCLE 6 54	CYCLE 6 54	CYCLE 7 54	CYCLE 7 54	CYCLE 8 54	CYCLE 8 54	CYCLE 9 54	CYCLE 9 54
BASED UPON NRC RULE-MAKING											
ANALYZE & MODIFY											
MODIFY											
SCHEDULE BEYOND 1988											
DURATION WILL BE DETERMINED BY WATER SEEPAGE FINDINGS											
COMPLETION DATE OF 7/1/87 IS BASED UPON APPROXIMATELY 2016 CURRENTLY IDENTIFIED ITEMS											
PREVIOUSLY COMMITTED DATES, NO CHANGE FORSEEN											
NRC COMMITMENTS WITH COMPLETION BEYOND OCTOBER, 1983											
NON-OUTAGE OUTAGE											
PAGE 2 OF 2											

UNIT 1  
UNIT 2  
UNIT 3

TORUS  
ATWS

IE BULLETINS

70-18 EMER EVACUATION

80-17 CRD SDIV

70-018 QUAL MTLs

70-02 & 79-14

UNDERVOLTAGE MOOS

I & C

RPS

480V S/D BOS

R B VTR SEEPAGE

APPENDIX R

BLDG EMER LIGHTING