



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

February 5, 1993

Docket Nos. 50-259, 50-260, 50-296

Mr. Oliver D. Kingsley, Jr.
President, Generating Group
Tennessee Valley Authority
3B Lookout Place
1101 Market Street
Chattanooga, TN 37402-2801

Dear Mr. Kingsley:

On January 26-28, 1993, NRC senior managers met to evaluate the nuclear safety performance of operating reactors, fuel facilities, and other materials licensees. The NRC conducts this meeting semiannually to determine if the safety performance of the various licensees exhibits sufficient weaknesses to warrant increased NRC attention. In addition, at this meeting, senior managers identify specific plants that have demonstrated a level of safety performance that deserves formal recognition. At the January 1993 Senior Management Meeting, Browns Ferry Units 1 and 3 were discussed.

In April 1991, the Commission approved the restart of Browns Ferry Unit 2. The Tennessee Valley Authority (TVA) took the unit critical on May 24, 1991 and successfully completed the power ascension program. Unit 2 demonstrated sustained excellent plant performance through a conservative approach to operations which was confirmed by NRC inspections. It was concluded at the June 1992 meeting that close NRC monitoring of Browns Ferry Unit 2 was no longer warranted.

Browns Ferry Units 1 and 3 remain in the category of plants that requires NRC authorization to operate and warrants close monitoring by the NRC. Plants in this category have, or have had, significant weaknesses and warrant maintaining the units in a shutdown condition until the licensee can demonstrate that adequate programs have been established and implemented to correct the weaknesses. A summary of NRC discussions related to Browns Ferry Units 1 and 3 follows:

Units 1 and 3 require extensive engineering and construction effort prior to restart of the units. Although some progress has been made in preparing Unit 3 for restart, the rate of progress appears to have slowed due to organizational interface problems. The objective of the recent reorganization and redefinition of responsibilities was to correct the difficulties encountered in implementing project controls and enforce accountability at all levels. Priority and scheduling of work on Unit 3 has also been adversely impacted by extensive outage modifications on Unit 2. Successful completion of the remaining work onsite for Units 1 and 3 will require enhanced management and quality assurance oversight similar to Unit 2.

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Based on these considerations, the NRC plans to continue to closely monitor the programs and performance at Browns Ferry Units 1 and 3 to assure continued progress.

An NRC Commission meeting, open to the public, has been scheduled to be held in the Commission Conference Room on February 9, 1993, at 2:30 p.m., Rockville, Maryland, to review the results of the latest meeting of NRC senior managers. Mr. Stewart D. Ebnetter, the Region II Administrator, has discussed the bases for our conclusions with regard to Browns Ferry Units 1 and 3 with members of your staff.

Sincerely,
Original Signed By:
James M. Taylor
James M. Taylor
Executive Director
for Operations

cc: See next page

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