

July 20, 1984

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TVA
PR

The Honorable Richard L. Ottinger, Chairman
Subcommittee on Energy Conservation and Power
Committee on Energy and Commerce
United States House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

Enclosed for your information is an announcement that the Nuclear
Regulatory Commission staff has proposed a \$120,000 civil penalty
against the Tennessee Valley Authority for alleged noncompliance
with NRC requirements at the Browns Ferry nuclear power plant.

It is planned to mail this information to the news media today,
July 20, 1984.

Sincerely,

Carlton Kammerer, Director
Office of Congressional Affairs

Enclosure:
As stated

cc: Rep. Carlos Moorhead

IDENTICAL LETTER SENT TO:
Sen. Simpson/cc: Sen. Hart
Rep. Udall/cc: Rep. Lujan
Rep. Markey/cc: Rep. Marlenee
Sen. Denton
Sen. Heflin
Rep. Flippo

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SURNAME	COMES: 188						
DATE	7/20/84						



UNITED STATES NUCLEAR REGULATORY COMMISSION

**Office of Public Affairs
Washington, D.C. 20555**

No. 84-90
Tel. 301/492-7715

FOR IMMEDIATE RELEASE
(Friday, July 20 1984)

NRC STAFF PROPOSES \$120,000 CIVIL PENALTY AGAINST TVA FOR ALLEGED NONCOMPLIANCE AT BROWNS FERRY NUCLEAR PLANT

The Nuclear Regulatory Commission staff has proposed a \$120,000 civil penalty against the Tennessee Valley Authority for alleged noncompliance with NRC requirements at the Browns Ferry nuclear power plant, located near Athens, Alabama.

In a letter to TVA, James P. O'Reilly, Administrator of the NRC's Region II Office in Atlanta, said the proposed civil penalty was due to plant management's failure to promptly identify and correct conditions adverse to quality during post-trip (shutdown) reviews, post-modification testing, monthly surveillance, and after identification of component design incompatibilities; failure to make required reports of these conditions to the NRC; and failure to perform a required test of reactor protection system function when one channel of the system was inoperable.

O'Reilly said the NRC attributes these events to "insufficient management oversight" which has been the subject of several senior management meetings with TVA. He said these meetings have led to TVA's development of a "Regulatory Performance Improvement Plan" for Browns Ferry which the NRC expects will improve performance at all levels of plant operation.

TVA has 30 days from receipt of the letter to either pay the civil penalty or to protest its imposition, in whole or in part.

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