

Nuclear

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U.S. NUCLEAR
REGULATORY COMMISSION

TMI Program Office
Attn: Mr. L. H. Barrett, Deputy Program Director
US Nuclear Regulatory Commission
c/o Three Mile Island Nuclear Station
Middletown, PA 17057-0191

Dear Sir:

Three Mile Island Nuclear Station, Unit 2 (TMI-2)
Operating License No. DPR-73
Docket No. 50-320
EPICOR PF Liner Status

The purpose of this letter is to advise you of the status of the EPICOR PF liner inertis. To this date, a total of five liners have been analyzed. Results of these analyses, combined with theoretical predictions, have shown that in liners that are not airtight (four of five tested were not airtight) the hydrogen generation rate can be adequately determined by the concentration of hydrogen at initial sampler and the leak rate, also determined during initial sampling. The close correlation between the test data and predictions have shown that the two week sampling period discussed in previous GPU letters is not necessary for adequately determining the hydrogen generation rate for non airtight liners. GPU, therefore, proposes to relax the requirement for sampling the previously discussed selected liners from approximately two weeks to a period of time such that the generation rate curve can be fully developed (usually two to four days). All liners will be sampled.

Additionally, liners that are airtight will be sampled for a period of time sufficient to determine the hydrogen generation rate. It will be assumed that these liners do not follow the model previously discussed.

In previous letters GPU committed, as an additional precaution, to inert the shipping casks prior to shipping. The data gathered to date from the sampling has shown that more than sufficient margin exists in the shipping windows.

Shipping windows to date have been conservatively calculated to exceed twenty days. Most liner shipping windows also include up to fifty days of on-site storage.

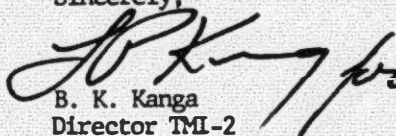
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It is GPU's intent to continue to monitor the EPICOR II PF liners in order to bound the shipping window. If the hydrogen concentration in the liner is expected to exceed 4.1% during the 16 day maximum shipping window, the cask will be inerted. Otherwise, the liners will be shipped in casks using standard non-inerted shipping procedures. By eliminating the cask inerting where not necessary to prevent flammable mixtures from occurring, there will be considerable savings in time and reduce man-rem expenditure, without adding undue risk to the health and safety of the public.

If you have any questions or desire further information, please feel free to contact Mr. R. B. Swartzwelder of my staff.

Sincerely,



B. K. Kanga
Director TMI-2

BKK/RBS/jep

CC: Dr. B. J. Snyder, Program Director - TMI Program Office