May 19, 1983
4410-83-L-0082

Office of Inspection and Enforcement
Attn: Mr. J. M. Allan
Acting Regional Administrator
Region I
US Nuclear Regulatory Commission
631 Park Avenue
King of Prussia, PA 19406

Dear Sir:

Three Mile Island Nuclear Station, Unit 2 (TMI-2)
Operating License No. DPR-73
Docket No. 50-320
Updated Licensee Event Reports

The Licensee Event Reports listed in Attachment 1 have been updated and are enclosed as Attachment 2 to this letter.

If you have any questions, please contact Mr. J. J. Byrne of my staff.

Sincerely,

BKK/RDW/jep

Attachments

CC: Mr. L. H. Barrett, Deputy Program Director - TMI Program Office
Dr. B. J. Snyder, Program Director - TMI Program Office
**LIST OF UPDATED LICENSEE EVENT REPORTS**

<table>
<thead>
<tr>
<th>LER NO.</th>
<th>LER NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>80-01</td>
<td>81-12</td>
</tr>
<tr>
<td>80-05</td>
<td>81-20</td>
</tr>
<tr>
<td>80-07</td>
<td>81-22</td>
</tr>
<tr>
<td>80-12</td>
<td>81-23</td>
</tr>
<tr>
<td>80-49</td>
<td>81-32</td>
</tr>
<tr>
<td>80-54</td>
<td>81-34</td>
</tr>
<tr>
<td>80-55</td>
<td>81-35</td>
</tr>
<tr>
<td>80-56</td>
<td>81-36</td>
</tr>
<tr>
<td>80-57</td>
<td>81-38</td>
</tr>
<tr>
<td>81-04*</td>
<td>82-34</td>
</tr>
<tr>
<td>81-08</td>
<td></td>
</tr>
<tr>
<td>81-10</td>
<td></td>
</tr>
</tbody>
</table>

* Event date on original Licensee Event Report was incorrect. This revision corrects the event date.
While the facility was in a cold shutdown mode, the Aux, Bldg. Exhaust Fan AH-ESC was removed from service for maintenance. This left one of two exhaust fan trains operable which was acceptable under the previous Tech Specs. The Interim Recovery Tech Specs implemented 1700 hrs. on 2/15/80, required both trains be operable. Due to the inability of restoring the unit to operable status within the action period, this became a violation of Spec. 3.9.1.2.a and is reportable under Spec. 6.9.1.2.h. This event had no effect on the natural circulation heat removal in the R.D. System.

The event was caused by the administrative transition from the previous Technical Specifications which permitted inoperability of one of the two fan trains to the Interim Recovery Technical Specifications which required both trains to be operable.

The fan was repaired and returned to service on 03/31/80.
I. EXPLANATION OF OCCURRENCE

Auxiliary Building Exhaust Fan AH-ESC was removed from service to facilitate major maintenance to the unit. This resulted in having only one of two exhaust fan trains being operable. This condition was permitted under the previous Technical Specifications but not under the Interim Recovery Technical Specifications which requires both trains to be operable.

It was not possible to return the fan to service within the 7 day action period, therefore the specification was violated.

II. CAUSE OF THE OCCURRENCE

The event was caused by the administrative transition from the previous Tech Spec which permitted inoperability of one of the two fan trains to the Interim Recovery Technical Specification which required both trains to be operable.

III. CIRCUMSTANCES SURROUNDING THE OCCURRENCE

At the time of the occurrence, the Unit II facility was in a long term cold shutdown state. The reactor decay heat was being removed via natural circulation to the "A" steam generator which is operating in a 'steaming' mode. Throughout the event there was no loss of natural circulation heat removal in the RC System.

IV. CORRECTIVE ACTIONS TAKEN OR TO BE TAKEN

No immediate action was appropriate. The fan was repaired and returned to service on March 31, 1980.

V. COMPONENT FAILURE DATA

N/A