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MEMORANDUM FOR: S. Varga, Chief, Light Water Reactors Branch 4, DPM
 FROM: L. G. Hulman, Chief, Hydrology-Meteorology Branch, DSE
 SUBJECT: HYDROLOGIC ENGINEERING SER SUPPLEMENT INPUT

PLANT NAME: Three Mile Island - Unit 2
 LICENSING STAGE: ~~OL~~
 DOCKET NUMBER: 50-320
 REQUESTED COMPLETION DATE: 11/19/76
 REVIEW STATUS: Hydrologic Engineering Section (HMB) - Complete

Enclosed is Hydrologic Engineering SER Supplement Input, prepared by T. L. Johnson. This input addressed concerns raised at the ACRS full committee meeting regarding emergency operating plans following floods. These concerns were resolved with the applicant's submittal of Amendment 48, dated 11/15/76, received by HES on 11/18/76.

L. G. Hulman, Chief
 Hydrology-Meteorology Branch
 Division of Site Safety and
 Environmental Analysis

Enclosure:
 As stated

cc: w/o enclosure
 R. Boyd
 W. McDonald
 J. Panzarella

cc: w/enclosure
 H. Denton
 D. Muller
 W. Gammill
 F. Miraglia
 ST BC's
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 H. Silver
 T. Johnson

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OFFICE	DSE:HMB	DSE:HMB	DSE:HMB	DSE:HMB		
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DATE	11/23/76	11/23/76	11/23/76	11/23/76		

HYDROLOGIC ENGINEERING SER INPUT
THREE MILE ISLAND-UNIT 2
DOCKET NO. 50-320

Based on our review of flood hydrographs and water levels, we conclude that the applicants' emergency operating procedures are adequate to safely shut down the units and maintain them in a safe condition during an occurrence of the PMF. In addition to the flooding protection requirements which were stated in our safety evaluation report, the applicant has provided further information to document the adequacy of emergency plans. The applicant has stated that since access to the island will not be possible for about 72 hours (when the water level is above elevation 302), a seven-day supply of diesel fuel is provided onsite to operate a fully-loaded diesel. In addition, the access bridge will survive the PMF, and any necessary fuel oil could be provided after the flood recedes below elevation 302. If needed, however, a 50,000 gallon fuel oil tank is located onsite, or additional fuel delivery would be possible. The applicant states that sufficient personnel are always on site at all times to safely accomplish unit shutdown. If additional personnel are required for some reason and the access bridges are inaccessible, alternate means of transportation (such as by boat or air) could be utilized. We conclude that the above commitments are acceptable.