MAINE YANKEE ATOMIC POWER COMPANY
ENGINEERING OFFICE
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WMY-80-129
B 4.1.1

September 4, 1980

United States Nuclear Regulatory Commission
Office of Inspection and Enforcement
Region I
631 Park Avenue
King of Prussia, PA 19406

Attention: Mr. Boyce H. Grier, Director

References: (a) License No. DPR-36 (Docket No. 50-309)
(b) IE Inspection Report No. 50-309/80-09

Dear Sir:

Subject: Response to Inspection Report No. 50-309/80-09

In reply to Reference (b), the following information is hereby submitted:

Item of Non-Compliance

Technical Specification 3.6.B.2 states in part that, "B. The following equipment must be operable whenever the reactor is in a power operation condition . . . 2. Two operable and redundant ECCS trains . . ." Exception No. 1 states in part that, "If any of the pumps specified becomes inoperable, continued power operation is permitted for a maximum of 24 hours provided the pump performing the same function in the other train and the diesel generator in the other train are operable. In this situation the operable component and its diesel generator shall be tested within two hours after discovery of the outage."

Contrary to the above, the A Secondary Component Cooling Pump (P10A), was taken out of service on June 27, 1980, to replace a motor-end bearing, and was returned to service at 4:00 p.m. on June 28, 1980, without testing the B diesel generator. (Since Secondary Component Cooling (SCC) supplies both diesel generator coolers, loss of either SCC Pump reduces safeguards to a single train.)

Response

Prior interpretation of Technical Specification 3.6.B.2 considered that removal of one Secondary Component Cooling Pump from service did not reduce

safeguards to a single train since the automatic firemain backup to the diesel generator coolers exists. Operators have been directed to test the Emergency Diesel Generator in the opposite train within two hours of removing a secondary component cooling pump from service. As a long range corrective measure, a plant change is under investigation to supply cooling to one emergency diesel cooler from the primary component cooling system and leave one cooled by secondary component cooling.

We trust this information is satisfactory. Should you have any further questions, please feel free to contact us.

Very truly yours,

MAINE YANKEE ATOMIC POWER COMPANY

D. E. Moody
Manager of Operations

ADR/kab