

Docket File

Docket No. 50-271

AUG 24 1981

Mr. Robert L. Smith
Licensing Engineer
Vermont Yankee Nuclear Power
Corporation
1671 Worcester Road
Framingham, Massachusetts 01701



RE: VERMONT YANKEE NUCLEAR POWER STATION

Dear Mr. Smith:

On July 2, 1981, we sent a letter to all licensees who have requested approval to operate on a continuing basis at power levels above 50% with only one recirculation loop in the event the other loop is inoperative. You and other BWR licensees received a copy of one of these letters since we expect most BWR facilities would like to have this flexibility. In the letter we proposed a meeting to obtain a better understanding of what might have caused variations in jet pump flow and related parameters at Browns Ferry Unit No. 1 during single loop operation and how this incident should affect approval of single loop operation at other facilities.

You have indicated to your NRC project manager that you are interested in attending the proposed meeting. The meeting will be held at 9:00 A.M., Wednesday, September 9, 1981 in room P-118, Phillips Building, 7920 Norfolk Avenue, Bethesda, Maryland. You are requested to advise your project manager of the people who will be attending this meeting from your organization.

Sincerely,

Original Signed by
T. A. Ippolito

Thomas A. Ippolito, Chief
Operating Reactors Branch #2
Division of Licensing

Enclosure:
Meeting Agenda

cc w/enclosure
See next page

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DATE	8/24/81	8/24/81	8/24/81	8/24/81		

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Proposed Meeting with BWR Applicants and
Licensees on Single Loop Operation

- Purpose of Meeting:
1. To determine what may have caused the jet pump flow and other variations experienced by Browns Ferry Unit 1 during single loop operation and
 2. Evaluate whether the Browns Ferry experience should result in power limits for other BWRs operating on a single loop.

- Agenda:
1. Discussion of what may have caused the unexpected variations in operating parameters when Browns Ferry Unit 1 exceeded about 60 percent rated power while operating with only one recirculation loop.
 2. Discussion of parameters affected at Browns Ferry 1 (i.e., jet pump flow, neutron flux, core flow, core pressure drop, etc.)
 3. Discussion of whether the Browns Ferry 1 experience would be expected at other BWRs operating on one recirculation loop. If so, are safety limits likely to be violated or cause complications with respect to core stability, core flow symmetry, pump cavitation or damage to the jet pumps and reactor vessel internals.
 4. Discussion of the benefits vs. potential problems and cost of testing single loop operation in another BWR that is instrumented to detect what parameters are affected.
 5. Evaluation of whether single loop operation at power levels about 50 to 55 percent is a safe and prudent means of reactor operation.

Mr. Robert L. Smith

CC:

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Mr. Robert L. Smith

cc:

Resident Inspector

c/o U. S. NRC

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