



UNITED STATES
NUCLEAR REGULATORY COMMISSION
WASHINGTON, D. C. 20555

October 16, 1978

Docket No. 50-289

Mr. J. G. Herbein
Vice President
Metropolitan Edison Company
P. O. Box 542
Reading, Pennsylvania 19603

Dear Mr. Herbein:

In order that we may continue our review for Three Mile Island Nuclear Station, Unit No. 1 (TMI-1) of the consequences of crane failures when handling heavy loads, we find we need additional information. The specific information needed is given in the enclosure.

It is requested that you provide this information within 45 days of receipt of this letter. It is also requested that you submit by the same date an amendment to your Technical Specification Change Request No. 38, dated September 21, 1976, if your responses to this request for additional information and the responses contained in your letter of January 31, 1978, indicate that such changes are needed.

Sincerely,

Robert W. Reid, Chief
Operating Reactors Branch #4
Division of Operating Reactors

Enclosure:
Request for Additional
Information

cc w/enclosure:
See next page

7812020208

Metropolitan Edison Company

cc:

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Government Publications Section
State Library of Pennsylvania
Box 1601 (Education Building)
Harrisburg, Pennsylvania 17126

REQUEST FOR ADDITIONAL INFORMATION

CONSEQUENCES OF CRANE FAILURES

THREE MILE ISLAND NUCLEAR STATION, UNIT NO. 1

DOCKET NO. 50-312

1. In your letters of February 14, 1976 and January 31, 1978, you define a transfer path for moving a fuel cask from the transporter to elevation 348'-0". In your letter of January 31, 1978 you also define a "Unit 1 main hook travel area for loads over 15 tons." Among other uses, this travel area could be used for transporting a shipping cask to the Receiving/Shipping Area. Inasmuch as the cask transfer path was selected to assure the safety of that specific movement, provide the basis for the acceptability of moving casks or other loads weighing from 15 to 110 tons anywhere within the "Unit 1 main hook travel area for loads over 15 tons."
2. Inasmuch as no restrictions are placed on the limits of travel for loads weighing between 3000 pounds and 15 tons (except in the vicinity of the spent fuel pools), either: (1) provide an analysis demonstrating that dropping a 15 ton load at any point in the permissible area of travel (outside the "Unit 1 main hook travel area for loads over 15 tons") from the maximum permissible height would not damage redundant channels of safety related equipment or electrical cables, or (2) define a restricted area of travel and a restricted lift height and provide a similar analysis for these more restrictive conditions.