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Writer's Direct Dial Number:

March 17, 1983

5211-83-077

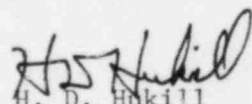
Office of Nuclear Reactor Regulation  
Attn: John F. Stolz, Chief  
Operating Reactors Branch No. 4  
Division of Licensing  
U. S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Dear Sir:

Three Mile Island Nuclear Station, Unit 1 (TMI-1)  
Operating License No. DPR-50  
Docket No. 50-289  
Pressurized Thermal Shock (PTS)  
Flux Reduction Figures

Enclosed please find Figures 1, 2, 3 and 4, which were inadvertently left out of our letter dated March 7, 1983 (5211-83-063). We apologize for any inconvenience this may have caused.

Sincerely,

  
H. D. Hukill  
Director, TMI-1

HDH:vjf

Enclosures

cc: J. Van Vliet  
R. Woods  
R. Conte

A001

8303220314 830317  
PDR ADOCK 05000289  
P PDR

177 Core  
 TMI-1 Cycle 5  
 52 Feed Out-In

	8	9	10	11	12	13	14	15
H	3	2	1	3	1	2	1	F
K		1	2	1	2	1	3	F
L			1	2	1	3	F	F
M				2	2	1	F	
N					3	F	F	
O						2		
P								
R								

F = Fresh Fuel  
 1 = Once Burned  
 2 = Twice Burned  
 3 = Thrice Burned

Calc by \_\_\_\_\_

Date \_\_\_\_\_

Customer \_\_\_\_\_

Chkd by \_\_\_\_\_

Date \_\_\_\_\_

Contract \_\_\_\_\_

177 Core  
 Preliminary TM:-1 Cycle 6,7  
 76 Feed LBP Shuffle

	8	9	10	11	12	13	14	15
H	2	1	2	F	2	F	2	F
K		2	F	2	F	1	F	1
L			2	F	2	F	1	1
M				2	F	1	F	
N					2	F	1	
O						2		
P								
R								

F = Fresh Fuel  
 1 = Once Burned  
 2 = Twice Burned  
 3 = Thrice Burned

177 Core  
 Preliminary TMI-1 Equilibrium Cycle  
 72 Feed LBP Shuffle

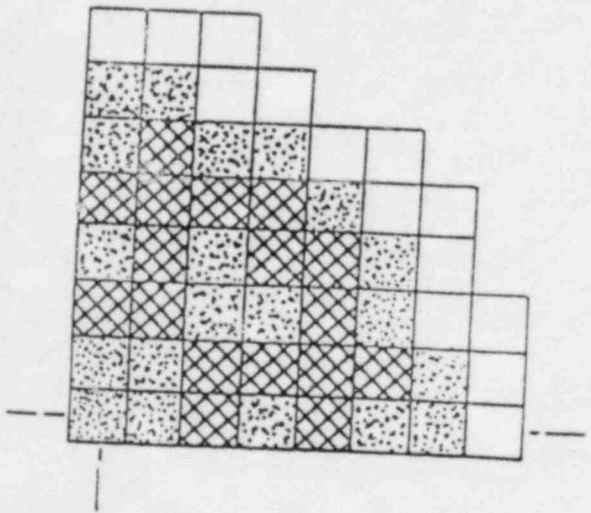
	8	9	10	11	12	13	14	15
H	3	2	2	F	2	F	1	1
K		1	F	2	F	1	F	1
L			2	F	2	F	1	1
M				1	F	1	F	
N					1	F	1	
O						1		
P								
R								

F = Fresh Fuel  
 1 = Once Burned  
 2 = Twice Burned  
 3 = Thrice Burned

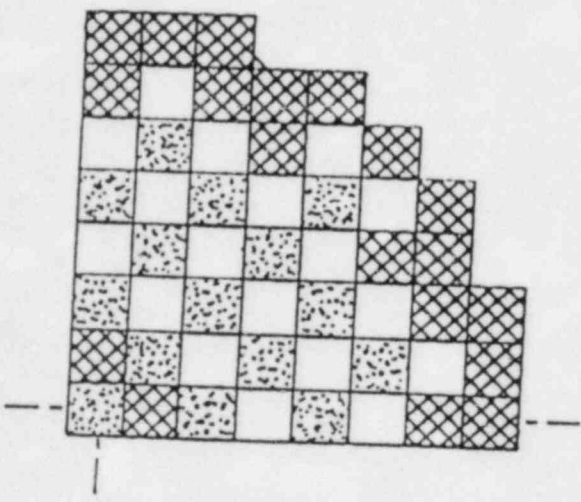
Calc by \_\_\_\_\_ Date \_\_\_\_\_ Customer \_\_\_\_\_

Chkd by \_\_\_\_\_ Date \_\_\_\_\_ Contract \_\_\_\_\_

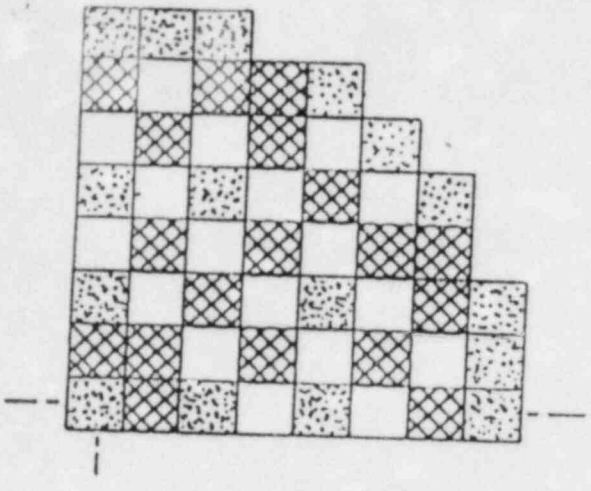
Out-In-In (Non-LBP)  
Fuel Loading Diagram



In-Out-In (LBP) Fuel  
Loading Diagram



In-In-Out (VLL) Fuel  
Loading Diagram



FRESH FUEL

ONCE-BURNED FUEL

TWICE-BURNED FUEL

FIGURE 4  
FUEL MANAGEMENT SCHEMES