

August 2, 1985

Docket No. 50-309

Mr. J. B. Randazza
Executive Vice President
Maine Yankee Atomic Power Company
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Dear Mr. Randazza:

In conducting our review of your submittals relating to the Maine Yankee Cycle 9 Reload, we have determined that we will need the additional information identified in the enclosure to continue the review. An advance copy of the enclosed questions was faxed to your Mr. S. Nichols on July 23, 1985.

In order for us to maintain our review schedule, we request that you contact the NRC Project Manager, Pat Sears, by telephone to discuss the answers to these questions as soon as they are available. A formal written response can be provided at a later date, but must be provided prior to plant restart.

The reporting and/or recordkeeping requirements contained in this letter affect fewer than ten respondents; therefore OMB clearance is not required under P.L. 96-511.

Sincerely,

/S/

Edward J. Butcher, Acting Chief
Operating Reactors Branch #3
Division of Licensing

Enclosure:
Request for
Additional Information

cc w/enclosure:
See next page

ORB#3:DL
PKreutzer
8/2/85

ORB#3:DL
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8/2/85

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EJButcher
8/2/85

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Maine Yankee Atomic Power Company

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JUL 23 1975

ENCLOSURE

QUESTIONS ON MAINE YANKEE CYCLE 9 RELOAD
AND TECHNICAL SPECIFICATION CHANGES

1. Explain additional margin for future cycles in T. S. figure changes 2.1-2, 3.10-2, 3.10-3, 3.10-9 and 3.10-10.
2. Figures 3.10-2, 3.10-3, 3.10-9 and 3.10-10 all come to a point at the highest value of percent of rated power. Presumably operation is never conducted at the peak of the curve, but at a lower fraction of power to allow for variations in offset. What value of offset band is allowed for operation? Shouldn't the curves be drawn to restrict operation to a practical bandwidth?
3. How are the SAFDLs on T. S. p. 2.2-1 determined? Some of the values for reused fuel appear to be greater than they were for the preceding cycle. Explain. Why does the new fuel batch N have a larger steady state peak linear heat rate than the other fuel batches? Provide details on how point 2 on p. 13 of YAEC-1479 was determined.
4. Provide additional information on points 4 and 5 on page 8 of YAEC-1479.
5. Provide further details on the last sentence on page 40 of the YAEC-1479 which states the 2°F increase in allowable cold leg temperature is conservatively incorporated in all safety analysis. Explain how the increase affects T-H and accident analyses.