

OPERATING DATA REPORT

DOCKET NO. 50-289
 DATE 2/28/86
 COMPLETED BY C.W. Smyth
 TELEPHONE (717) 948-8551

OPERATING STATUS

1. UNIT NAME: THREE MILE ISLAND UNIT 1
2. REPORTING PERIOD: FEBRUARY, 1986.
3. LICENSED THERMAL POWER (MWT): 2535.
4. NAMEPLATE RATING (GROSS MWE): 871.
5. DESIGN ELECTRICAL RATING (NET MWE): 819.
6. MAXIMUM DEPENDABLE CAPACITY (GROSS MWE): 824.
7. MAXIMUM DEPENDABLE CAPACITY (NET MWE): 776.

NOTES

8. IF CHANGES OCCUR IN (ITEMS 3-7) SINCE LAST REPORT, GIVE REASONS:

9. POWER LEVEL TO WHICH RESTRICTED, IF ANY (NET MWE)

10. REASONS FOR RESTRICTIONS, IF ANY:

	THIS MONTH	YR-TO-DATE	CUMMULATIVE
11. HOURS IN REPORTING PERIOD	672.	1416.	100753.
12. NUMBER OF HOURS REACTOR WAS CRITICAL	586.0	1190.3	35006.9
13. REACTOR RESERVE SHUTDOWN HOURS	86.0	191.3	1074.5
14. HOURS GENERATOR ON-LINE	582.8	1178.7	34212.6
15. UNIT RESERVE SHUTDOWN HOURS	0.0	0.0	0.0
16. GROSS THERMAL ENERGY GENERATED (MWH)	1452251.	2925796.	82276192.
17. GROSS ELECTRICAL ENERGY GENERATED (MWH)	491292.	976657.	27368810.
18. NET ELECTRICAL ENERGY GENERATED (MWH)	461761.	915531.	25567243.
19. UNIT SERVICE FACTOR	86.7	83.2	34.0
20. UNIT AVAILABILITY FACTOR	86.7	83.2	34.0
21. UNIT CAPACITY FACTOR (USING MDC NET)	88.5	83.3	32.5
22. UNIT CAPACITY FACTOR (USING DER NET)	83.9	78.9	31.0
23. UNIT FORCED OUTAGE RATE	13.3	14.5	63.4

24. SHUTDOWNS SCHEDULED OVER NEXT 6 MONTHS (TYPE, DATE, AND DURATION OF EACH
Eddy Current Outage (Steam Generators); March 22, 1986; 35 days

25. IF SHUT DOWN AT END OF REPORT PERIOD, ESTIMATED DATE OF STARTUP:

8603210223 860228
 PDR ADDOCK 05000289
 R PDR

FE 21
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AVERAGE DAILY UNIT POWER LEVEL

DOCKET NO. 50-289
UNIT TMI-1
DATE 2/28/86
COMPLETED BY C.W. Smyth
TELEPHONE (717) 948-8551

MONTH: FEBRUARY

DAY	AVERAGE DAILY POWER LEVEL (MWE-NET)
1	-7.
2	-9.
3	-22.
4	83.
5	695.
6	797.
7	812.
8	805.
9	806.
10	808.
11	808.
12	807.
13	805.
14	801.
15	799.
16	802.

DAY	AVERAGE DAILY POWER LEVEL (MWE-NET)
17	803.
18	804.
19	804.
20	804.
21	803.
22	806.
23	804.
24	806.
25	804.
26	804.
27	804.
28	804.
29	N/A
30	N/A
31	N/A

UNIT SHUTDOWNS AND POWER REDUCTIONS

REPORT MONTH FEBRUARYDOCKET NO. 50-289UNIT NAME TMI-IDATE 2/28/86COMPLETED BY C.W. SmythTELEPHONE (717) 948-8551

No.	Date	Type ¹	Duration (Hours)	Reason ²	Method of Shutting Down Reactor ³	Licensee Event Report #	System Code ⁴ & 6	Component Code ⁵ & 6	Cause & Corrective Action to Prevent Recurrence
1	1/27/86	F	186	A	1	N/A	HJ	HT Exch.	Shutdown to repair bellows on extraction steam line

¹
F: Forced
S: Scheduled

²
Reason:
A-Equipment Failure (Explain)
B-Maintenance of Test
C-Refueling
D-Regulatory Restriction
E-Operator Training & License Examination
F-Administrative
G-Operational Error (Explain)
H-Other (Explain)

³
Method:
1-Manual
2-Manual Scram.
3-Automatic Scram.
4-Other (Explain)

⁴
Exhibit G - Instructions
for Preparation of Data
Entry Sheets for Licensee
Event Report (LER) File (NUREG-
0161)

⁵
Exhibit I - Same Source

⁶
Actually used Exhibits
F & H NUREG 0161

REFUELING INFORMATION REQUEST

1. Name of Facility: Three Mile Island Nuclear Station, Unit 1
2. Scheduled date for next refueling shutdown: December 6, 1986
3. Scheduled date for restart following refueling: May 4, 1987
4. Will refueling or resumption of operation thereafter require a technical specification change or other license amendment? Yes

If answer is yes, in general, what will these be?

Conversion to 18 month fuel cycle with associated changes to Power Imbalance, Quadrant Tilt and Rod Insertion Limits.

If answer is no, has the reload fuel design and core configuration been reviewed by your Plant Safety Review Committee to determine whether any unreviewed safety questions are associated with the core reload (Ref. 10 CFR Section 50.59)? No

If no such review has taken place, when is it scheduled?
To be determined.

5. Scheduled date(s) for submitting proposed licensing action and supporting information: November, 1986
6. Important licensing considerations associated with refueling, e.g. new or different fuel design or supplier, unreviewed design or performance analysis methods, significant changes in fuel design, new operating procedures: None
7. The number of fuel assemblies (a) in the core, and (b) in the spent fuel storage pool: (a) 177 (b) 208
8. The present licensed spent fuel pool storage capacity and the size of any increase in licensed storage capacity that has been requested or is planned, in number of fuel assemblies:

The present licensed capacity is 752. There are no planned increases at this time.

9. The projected date of the last refueling that can be discharged to the spent fuel pool assuming the present licensed capacity:

1991 is the last refueling discharge which allows full core off-load capacity (177 fuel assemblies).



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TELEX 84-2386
Writer's Direct Dial Number:

March 14, 1986
5211-86-2045

Director, Office of Inspection and Enforcement
U. S. Nuclear Regulatory Commission
Washington, D.C. 20555

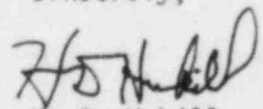
Attn: Document Control Desk

Dear Sir:

Three Mile Island Nuclear Station, Unit I (TMI-1)
Operating License No. DPR-50
Docket No. 50-289
Monthly Operating Report
February, 1986

Enclosed please find two (2) copies of the February, 1986 Monthly Operating Report for Three Mile Island Nuclear Station Unit-1.

Sincerely,


H. D. Hukill
Director, TMI-1

HDH:DVH:spb

Attachments

cc: Dr. T. E. Murley

0015C

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1/1

OPERATIONS SUMMARY
FEBRUARY, 1986

The unit entered February in a cold shutdown condition for 8th stage extraction line bellows repairs. All six bellows were replaced. On February 4, 1986, the reactor was taken critical and the subsequent morning the unit achieved 92% power (power level cutoff). The reactor reached 100% power on February 6, 1986 with OTSG levels at 68% in their respective operating range instrumentation. The unit continued through the month with reactor power at 100%.

MAJOR SAFETY RELATED MAINTENANCE

During the month of February, TMI Unit 1 performed no major maintenance on safety related equipment.

CORRECTION NOTE: In the TMI-1 November, 1985 Monthly Operating Report (letter no. 5211-85-2208), it was stated in the Major Safety Related Maintenance section that the diesel will remain inoperable (second to last line). This should have stated that the diesel will remain operable.