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March 13, 1984

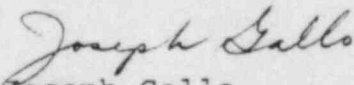
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Gentlemen:

In accordance with the Commission's disclosure requirements, I am enclosing a February 28, 1984 letter from Mr. Cordell Reed, Vice President, Commonwealth Edison Company to NRC's Director of Nuclear Reactor Regulation, Mr. Harold R. Denton. As stated in the letter, the fuel loading dates for Braidwood Nuclear Power Station, Units 1 and 2 are presently scheduled for August, 1985 and August, 1986 respectively.

I am also enclosing my Notice of Appearance in this case. A Notice of Appearance from my colleague, Ms. JoAnne G. Bloom, will be filed shortly. Since the schedule set forth in the August 23, 1979 Stipulation among the parties is largely obsolete, counsel for Commonwealth Edison is seeking to schedule a meeting of the parties next week to discuss a revised schedule and the status of contentions. The Board will be advised promptly of the results of this endeavor.

Sincerely,


Joseph Gallo
One of the Attorneys for
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Enclosures

cc: Service List

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February 28, 1984

Mr. Harold R. Denton, Director
Office of Nuclear Reactor Regulation
U.S. Nuclear Regulatory Commission
Washington, DC 20555

Subject: Byron Generating Station Units 1 and 2
Braidwood Generating Station Units 1 and 2
Fuel Load Date
NRC Docket Nos. 50-454, 50-455, 50-456,
and 50-457

Dear Mr. Denton:

This is to inform you of changes to our schedules for initial fuel loading of the Byron and Braidwood units. Because of the recent ASLB Initial Decision, the Byron 1 fuel loading is being postponed as long as possible within the final construction and startup sequence. The fuel load dates for the other units have been revised in a recent review of construction schedules and budgets.

Prior to the ASLB's January 13, 1984 Decision, Commonwealth Edison was devoting considerable resources towards completing construction and testing of Byron 1 in time to load fuel on February 15, 1984. To us, it appeared that this was an achievable fuel load date. It would have required NRC agreement regarding deferral of certain preoperational tests beyond fuel load. Based upon our experience at LaSalle County Station, we were reasonably sure this agreement could be obtained, but NRC concurrence was not reached prior to issuance of the ASLB Initial Decision.

As a result of the ASLB's Decision, the Byron 1 fuel load will be postponed as long as possible within the final construction and startup sequence. This can be done, for example, by completing all preoperational tests before initial fuel loading and conducting further hot operational tests to assure that the power ascension program is not interrupted for minor repairs to various plant systems. Current schedules indicate that the plant can be ready on this basis by April 20, 1984 and we are focusing our resources upon meeting that date. There is, of course, the possibility that unforeseen circumstances will prevent us from meeting this goal. In any event, it seems highly likely that Byron 1 will be fully ready to load fuel no later than July 1, 1984. Delay in issuance of an operating license beyond July 1, 1984 will almost certainly have an adverse effect upon the startup of the unit. July 1, 1984 therefore represents our best estimate of the end of the period available for appellate review and, if necessary, further evidentiary hearings before significant costs due to licensing delays will begin to accrue. Those costs total approximately \$38 million per month.

February 28, 1984

As you may know, for financial planning and reporting purposes, we have assumed that Byron 1 will load fuel on September 1, 1984. This estimate provides for possible licensing delays and is not dictated by when the plant should be physically ready to load fuel.

As noted earlier, Commonwealth Edison's resources are being focused on making Byron 1 completely ready for fuel load well in advance of July 1, 1984. We hope that the NRC Staff can support us in meeting an earlier date but we understand that there are competing demands upon staff resources. In light of Byron 1's circumstances it is requested that NRC Staff resources be allocated to support fuel load promptly after resolution of the pending license appeal. There is some uncertainty concerning when that might be, but we believe that resources should be allocated on a basis consistent with the shortest reasonable schedule.

In a recent budget review, the commercial service dates for Byron 2 and Braidwood 1 and 2 have also been revised. The fuel load and commercial service dates for Byron 2 have been postponed five months. Fuel loading of Byron 2 is now expected to occur in October, 1985. The Braidwood 1 and 2 commercial service dates have been postponed six months. We hope however, to keep a tighter schedule than that and to be ready to load fuel only four months later than previously announced. That would allow fuel loading in August 1985 and August 1986 for Braidwood 1 and 2, respectively. We are working towards those dates and request that, if possible, the Staff also do so.

I will continue to keep you advised of changes in our schedules for these units. Please direct questions to this office.

Very truly yours,



Cordell Reed
Vice-President

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cc: J. G. Keppler - Region III