



**Commonwealth Edison**

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August 7, 1984

Mr. Harold R. Denton  
Office of Nuclear Regulation  
U.S. Nuclear Regulatory Commission  
Washington, D.C. 20555

Subject: Byron Station Units 1 and 2  
Temporary Replacement of the  
Fuel Handling Building Crane  
Main Hook and Lower Load Block  
NRC Docket Nos. 50-454/455

References (a): E. D. Swartz letter to H. R. Denton  
dated April 26, 1983.

(b): T. R. Tramm letter to H. R. Denton  
dated June 17, 1983.

Dear Mr. Denton:

Per Commonwealth Edison's supplemental response stated in reference (a), commitments were made to the NRC to remove the Fuel Handling Building Crane Main Hook and Lower Load Block during construction activities and storage of new fuel in the spent fuel pit. Commitments were also made to use a temporary load removal path at the north end of the spent fuel pit rather than the designated load removal path at the south end of the pit.

Per conversations with M. Lohmann, Byron PCD, it has been brought to the Station's attention that there will be a need to temporarily replace the main hook and lower load block on the Fuel Handling Building Crane. This temporary hook replacement is necessitated by a requirement to replace a Unit 1 Reactor Coolant Pump Motor assembly weighing approximately 40 tons.

The Reactor Coolant Pump Motor will be moved along the south end of the spent fuel pit across the designated heavy load path until it can be accessed by the Fuel Handling Building Crane at the west end of the designated heavy load path. The main hook and lower load block will remain installed on the crane to support receipt of a Unit 2 reactor coolant pump integral assembly and the reactor coolant pump will be moved across the same designated heavy load path.

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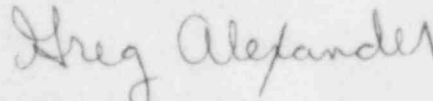
August 7, 1984

The main hook and lower load block will be removed prior to moving any fuel and will be reinstalled when the replacement Reactor Coolant Pump motor arrives on site. For the period of time in which the main hook and lower load block are installed, administrative controls will be used to prohibit crane hook travel over the region of the spent fuel pool which is being used for new fuel storage.

This exception is justified in that the main hook will not be allowed to travel over the region of the spent fuel pit which is being used for new fuel storage. Furthermore, the loads will be transported along the designated heavy load path, which has been previously analyzed for this type of use.

Please address any questions that you or your staff may have concerning this matter to this office.

Very truly yours,



Greg Alexander  
Nuclear Licensing Administrator

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cc. J. G. Keppler - RIII  
RIII Inspector - Byron

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