



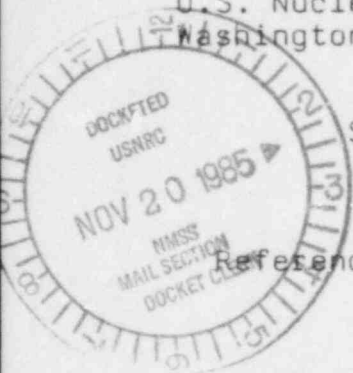
Commonwealth Edison

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70-3000
70-3013

November 14, 1985

Mr. J. G. Davis, Director
Office of Nuclear Material Safety and Safeguards
U.S. Nuclear Regulatory Commission
Washington, DC 20555



Subject: Special Nuclear Material License 1938
Braidwood Station Units 1 and 2
NRC Docket Nos. 50-456/457

Reference (a): Letter from E. D. Swartz to J. G. Davis
"Application for Special Nuclear Material
License for Braidwood Station Units 1 and 2,
NRC Docket Nos. 50-456/457" dated June 8, 1984

RETURN TO 396-SS
PDR

Braidwood personnel have made a final review of plant conditions in preparation for fuel receipt. This review has resulted in the discovery of three discrepancies between the information contained in reference (a) and the current plant conditions. Please amend the license to conform with the current conditions. Below is a discussion of each item.

Section 1.2.5 of reference (a) described the fire protection measures for the Fuel Handling Building for fuel receipt. Various features such as fire barrier separation, fire dampers with fusible links, nonfogging type nozzles on hose stations, fire extinguishers and fire detectors were outlined in responses to the request to describe the fire alarm and fire control systems. This short description is part of a more extensive fire protection plan which includes surveillance of installed equipment, control of flammable and combustible materials into the area, control of welding/cutting/grinding in the area, and a quick fire response capability by the Station Fire Brigade and the Braidwood Fire Department.

Section II of the SNM-1938 license Safety Evaluation Report entitled "Fire Safety", imposed condition 28 which reads as follows: "A 24-hour fire watch shall be present in the areas adjacent to the fuel storage locations whenever fuel assemblies are onsite and the automatic alarm system is not functional". The NRC concluded that the protection measures described in section 1.2.5 of the SNM license application, along with condition 28, provide adequate fire protection for the facility. At this time, it appears that the fire barrier (such as the containment equipment hatches), will not be completely installed by fuel receipt. In addition, some penetration

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seals through the fire barrier, and fire doors located along the fire barrier will not be available before fuel arrives onsite. All other features as described in the SNM license application will be in place for fuel receipt, including the automatic alarm system whose inoperability is the basis for condition 28.

Eighteen more portable fire extinguishers than the SNM license application commitment, either dry chemical or Halon 1211, will be available in or around the Fuel Handling Building. In addition to the four manual hose stations described in the SNM license application, approximately eight other hose stations in the Auxiliary Building 426' elevation and Unit 1 Containment Building will be available. The 12 foot high security barrier, which consists of aluminum Kelly Klosure System panels, will also act as a non-combustible, positive access control barrier to the spent fuel pit and new fuel vault areas. These features, when considered with the original SNM license application commitments along with the control of flammable materials, control of hot work, and fire fighting capabilities of the station, will provide adequate fire protection even if the fire receipt.

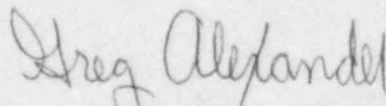
Sections 2.1.1 and 2.2.1 of reference (a) refer to key positions having radiation safety, nuclear criticality safety and fuel handling responsibilities. The Braidwood Station Superintendent was replaced on October 30, 1985 and the Station Superintendent title was changed to Station Manager. The minimum technical qualifications for Station Manager shall be in accordance with Section 4.2.1, "Plant Manager", of ANSI N18.1-1971.

Section 2.2.3 of reference (a) describes the receipt of fuel assemblies and the shipping containers in which they are transported. It states that shipments are made via flatbed truck with a maximum of 12 assemblies (6 shipping containers) per truck. Braidwood has received the unit one initial core shipment schedule which calls for 14 shipments over a three month period. All but one shipment will consist of 14 assemblies (7 shipping containers) per truck.

In addition to the above discussion on fire protection, Commonwealth Edison hereby commits to perform a walk through surveillance of the fuel storage area at one hour intervals until the fire barrier is complete.

We are requesting expedited review of this request, since the first fuel shipment is scheduled for December 3, 1985.

Sincerely,



Greg Alexander
Nuclear Licensing Administrator

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DATE OF DOC. 11/14/85

DATE RCVD. 11/18/85

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FCAF ☐ LPDR ☐

LM ☐ I&E REF. ☒

WMUR ☐ SAFEGUARDS ☒

FCTC ☐ OTHER ☐

DESCRIPTION:

please Amend
license to conform
with the current
Condition

11/21/85 INITIAL CRC