

UNITED STATES OF AMERICA
NUCLEAR REGULATORY COMMISSION

BEFORE THE ATOMIC SAFETY AND LICENSING BOARD

In the Matter of)
)
COMMONWEALTH EDISON COMPANY) Docket Nos. 50-456
) 50-457
(Braidwood Nuclear Power)
Station, Units 1 and 2) -

AFFIDAVIT OF LAUREN LITERSKI
(BOARD QUESTION ON ROEM 1(c))

Lauren A. Literski, being duly sworn, deposes and states as follows:

1. I am the Generating Stations Emergency Planning (GSEP) Coordinator for Commonwealth Edison Company's Braidwood Nuclear Generating Station. My business address is R.R. No. 1, Box 84, Braceville, Illinois 60407. In my position as GSEP Coordinator, I am responsible for preparation and implementation of the Braidwood Annex to the GSEP. My duties include making arrangements with local fire departments and ambulance units for emergency services for the Braidwood Station. I have been employed by Commonwealth Edison for five years in various capacities relating to emergency planning for its nuclear generating stations. I have a Bachelor of Science degree in Meteorology from Purdue University.

2. The purpose of the affidavit is to address the question posed by the Atomic Safety and Licensing Board regarding the transportation of Braidwood personnel who may be suffering a contaminated traumatic injury or a radiation injury to the St. Joseph Medical Center in Joliet. The Licensing Board asked whether it would be practical to make arrangements with a "medevac" helicopter service to back up the local ambulance service in view of the distances and the running times involved.

3. To identify the emergency medical helicopter services available in the area, I contacted the following hospitals: St. Joseph Medical Center, Joliet; Silver Cross Hospital, Joliet; Morris Hospital, Morris; Riverside Hospital, Kankakee; St. Mary's Hospital, Kankakee; and Loyola Medical Center, Maywood. I also contacted the Illinois Department of Transportation. Based on these inquiries, I located five medical helicopter services which could possibly serve the Braidwood Station. The Illinois Department of Transportation confirmed that there are not any other medical helicopter services in the area as close to the Braidwood Station as the most distant of the five identified services. I have contacted the five medical helicopter services, each of which is discussed below.

4. Medstar is based at St. Mary's Nazareth Hospital on the north side of Chicago and provides 24 hour emergency medical transportation. They estimated that it would take them 3-5 minutes to become airborne upon notification and 30-35 minutes to travel to Braidwood Station. Once the patient is picked up (see paragraph 10 below), Medstar would need only about 10 minutes to travel to the St. Joseph Medical Center. This travel time from the plant to the hospital would be the same for the other helicopter services.

5. The University of Chicago Aeromedical Network (UCAN) is based at the University of Chicago Medical Center in Chicago's south side. They also provide 24 hour emergency medical transportation. UCAN estimated that it would take them 3-5 minutes to become airborne and about 25 minutes to travel to Braidwood Station.

6. Air Excellence is based at the Aurora airport. Their travel time to the Braidwood Station would be approximately 16 minutes. However, Air Excellence does not provide primary emergency response service, i. e., they will not report to an accident scene. Their service is used to transport patients from hospital to hospital.

7. American Air Care is based in Streator, Illinois, which is a little over 30 miles from the Braidwood Station. American Air Care provides 24 hour emergency medical transportation. They presently have 8 fixed-wing aircraft and 1 helicopter. The helicopter currently is based in Kankakee, about 20 miles from the Braidwood Station. Although the shorter distance would permit a shorter flight time to Braidwood Station (about 10 minutes), American Air Care does not station its emergency response personnel with the helicopter. Thus, it takes longer for them to become airborne. Their response time would take even longer at night. American Air Care estimated that it would take 20-25 minutes to get to the Braidwood Station upon notification, taking longer at night.

8. American Air Care indicated that they may base emergency response personnel and a second helicopter at Riverside Hospital in Kankakee at some time in the future. If these plans are realized, they could become airborne in 3-5 minutes upon notification and their travel time to the Braidwood Station would be about 10 minutes.

9. The Illinois Department of Transportation operates a 24 hour emergency medical helicopter service out of St. Anthony's Hospital in Rockford, Illinois. The pilot for that service estimates that they could be airborne in 3-5 minutes and would need another 35-40 minutes to travel to Braidwood Station.

10. The total time needed to pick up a patient once the helicopter or ambulance has arrived at the site would depend on the nature and severity of the injury. Some time may be needed to stabilize the patient before he or she can be moved. However, the time required to load the patient into an ambulance would be considerably less than the time needed to load a helicopter since the ambulance can arrive at the nearest entryway while a helicopter can land at only one location on the Braidwood Station site. Thus, additional time would be needed to move the patient from the accident scene to the heliport.

11. The Braidwood Fire Chief estimates that they could dispatch an ambulance to Braidwood Station within 3 minutes of notification. The Braidwood Fire Station is about 2 miles from Braidwood Station. Once the patient is picked up, the Braidwood Fire Chief estimates that it would take about 22 minutes to travel to St. Joseph's Medical Center in Joliet.

12. Based on the foregoing information, I do not believe that any significant reduction in time is offered by use of a helicopter over an ambulance for transportation of injured Braidwood Station personnel to the St. Joseph Medical Center. In any event, the Braidwood Fire Chief is familiar with the helicopter services in the area and he could call upon their assistance if he determined that the circumstances warranted their use.

To the best of my knowledge and belief, the foregoing information is true and correct.

Lauren A. Literski
Lauren A. Literski

Subscribed and sworn to
before me this 1st day
of August, 1985.

Nancy R. Coax
Notary Public
MY COMMISSION EXPIRES
OCTOBER 11, 1986

VGC/jab