

Draft Safety Guide on the Core Management & Fuel Handling for Nuclear Power Plants (DS 497 D)

| COMMENTS BY REVIEWER | | | | RESOLUTION | | | |
|------------------------------|---------------------|--|---|------------|-----------------------------------|----------|-------------------------------------|
| Reviewer: | | Page 1 .of 3. | | | | | |
| Country/Organisation : India | | Date:19.03.2021 | | | | | |
| Comment No. | Page/ Para/Line No. | Proposed new text | Reason | Accepted | Accepted, but modified as follows | Rejected | Reason for modification / Rejection |
| 1. | 4 2.10 (k) | Changes in the delayed neutron fraction and prompt neutron lifetime | Changes to prompt neutron lifetime is generally also included in core analysis. | | | | |
| 2. | 9 2.29 | 2.29 Reactivity monitoring strategies and operating procedures should be developed as part of the reactivity management programme. Plant personnel should be trained to understand the strategies and be capable of implementing the procedures. Emergency operating procedures and measures should be developed for situations in which reactivity management issues occur. The importance of maintaining margins to operational limits for the reactor core should be highlighted as part of the management's | Suggestion for modification of sequencing of sentences to make it more coherent | | | | |

| | | | | | | | |
|----|-----------------------------|--|--|--|--|--|--|
| | | expectations. Emergency operating procedures and measures should be developed for situations in which reactivity management issues occur. | | | | | |
| 3. | 14 2.57 Last sentence | Prior to operating a core with more than one type of fuel, the operating organization should ensure that the fuel of new design or modified fuel is compatible with the existing fuel and other core components , and that the operating personnel responsible for core management have access to all the relevant information. | The compatibility of the fuel of new design or modified fuel is with other core components is also important and hence suggested for inclusion. | | | | |
| 4. | 20 3.17 Line 1 | Fuel should be received, unpacked and inspected by trained and qualified personnel in accordance with written procedures for the identification of damaged fuel or any other non-conformances . | Apart from damage of the fuel, certain parameters (such as dimensions) may be affected by transport and hence the fuel should be checked for damage and other non-conformances. Accordingly, addition of the phrase “ or any other non-conformances ” is suggested. | | | | |

| | | | | | | | |
|----|----------------------|---|--|--|--|--|--|
| | | | This also makes it consistent with the subsequent lines in the same para. | | | | |
| 5. | 20 3.18 line 1 | The procedures for the identification of damage and any other non-conformance in the fuel should be reviewed if fuel of a new design or a modified design is to be brought onto the site | Apart from damage of the fuel, certain parameters (such as dimensions) may be affected by transport and hence the new fuel should be checked for damage and other non-conformances. Accordingly, addition of the phrase “ or any other non-conformances ” is suggested. This also makes it consistent with the para 3.17. | | | | |
| 6. | 25 4.23 (e) | (e) Start-up range neutron flux detectors, or any other detectors specifically used for refuelling, and their related alarms should be operable | “ ..or any other detectors specifically used for refuelling, and their ” have been suggested to encompass other possibilities of core monitoring, during refuelling operations | | | | |