

Attachment 2
Revision of Proposed STS for Fuel
Criticality

PROPOSED STANDARD TECHNICAL SPECIFICATIONS (STS) FOR FUEL SPECIFICATIONS

2.1.1 Fuel to be Stored in the [CASK] System

- 2.1.1 For each loading of fuel in the [CASK] system, K_{eff} shall be α 0.95 for all normal, off-normal and hypothetical accident conditions, including all biases and uncertainties.

Basis:

Key fuel parameters are identified in the SAR for the [] DCSS, as applicable, for each fuel type analyzed to be stored. Applicability is determined for the particular fuel type (for example, very few fuel types would employ partial length fuel rods in their design). These are either explicitly identified for each fuel assembly design or are representative of a class of fuel assemblies that are grouped together for analytical purposes to define a fuel type (e.g., Westinghouse 17x17, Siemens 17x17, B&W 17x17 that was used in a particular reactor or reactor type).

The design criteria, assumptions and conservatisms utilized in the development of the analytical models for the criticality safety analyses are explicitly defined and will be maintained in the SAR for the [] DCSS.

Sensitivity or case studies have been performed to determine bounding values of parameters or modeling assumptions to be used in criticality safety analyses and are defined and will be maintained in the SAR for the [] DCSS in sufficient detail to document and detail the effect of the analyzed variations on K_{eff} . The bounding values or assumptions derived from the studies are identified. Studies identify the fuel assembly or canister arrays which are used, as appropriate, to define the bounding effects.

The methodology employed for performing criticality safety analyses has been found acceptable by the NRC, and is defined in sufficient detail and will be maintained in the SAR for the [] DCSS.