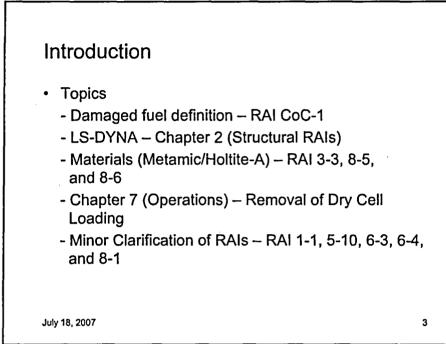


1 Enclosure 3



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RAI CoC – 1
NRC - Delete the word "expected" and replace it with the word "possible" in the first sentence of the proposed definition of Damaged Fuel Assembly.
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RAI CoC - 1 (con't)

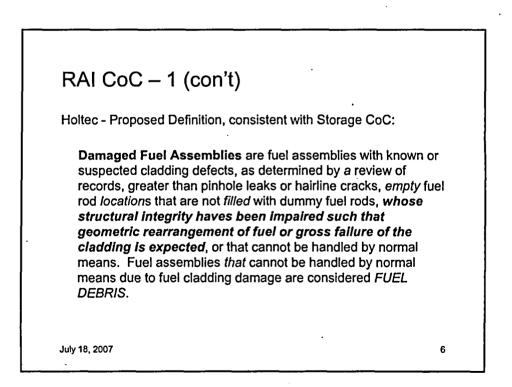
Holtec -

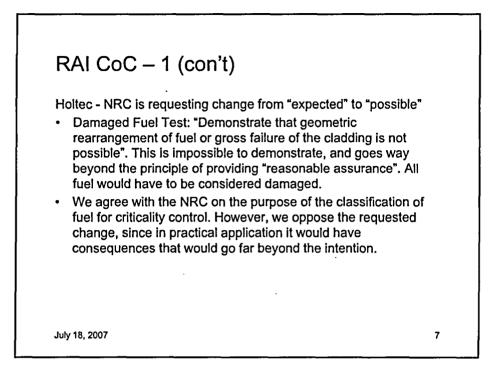
Current Definition of Damaged Fuel (since Rev. 2 of CoC, 2003, "Trojan" LAR):

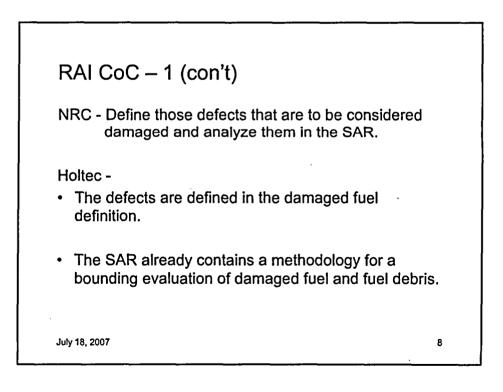
Damaged Fuel Assemblies are fuel assemblies with known or suspected cladding defects, as determined by review of records, greater than pinhole leaks or hairline cracks, missing fuel rods that are not replaced with dummy fuel rods, *missing structural components such as grid spacers, assemblies whose structural integrity have been impaired*, or those that cannot be handled by normal means. Fuel assemblies which cannot be handled by normal means due to fuel cladding damage are considered fuel debris.

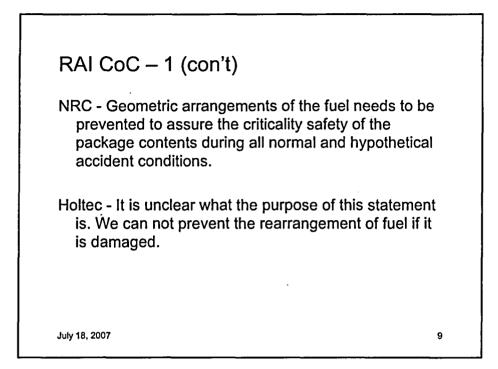
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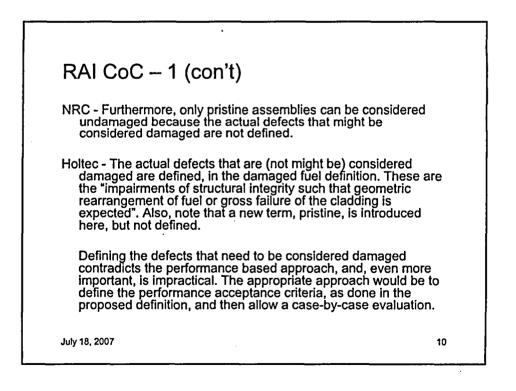
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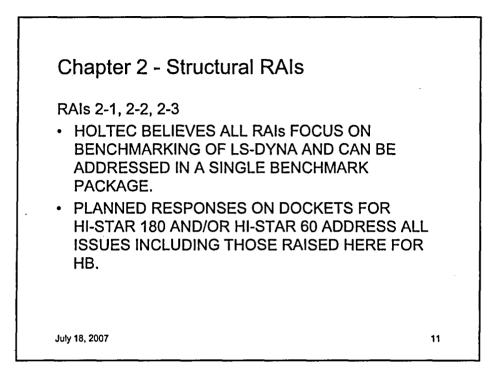


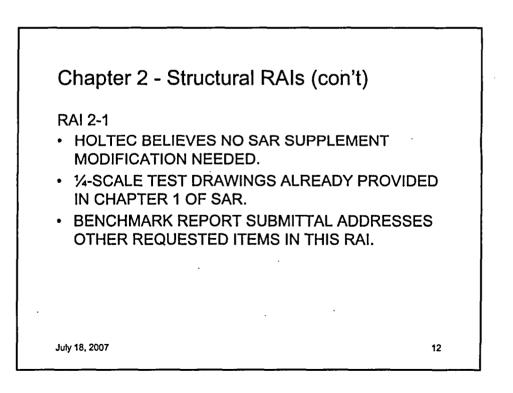


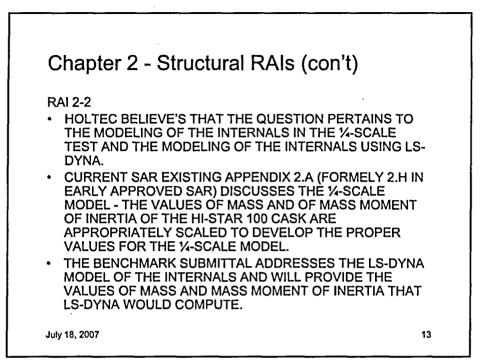


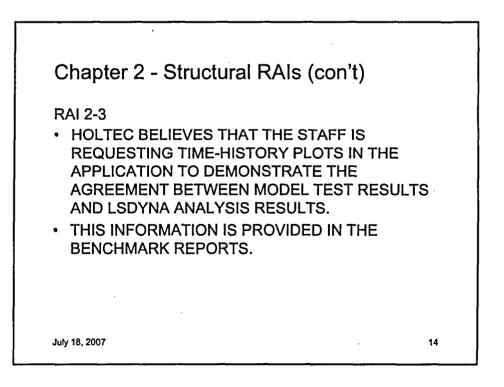


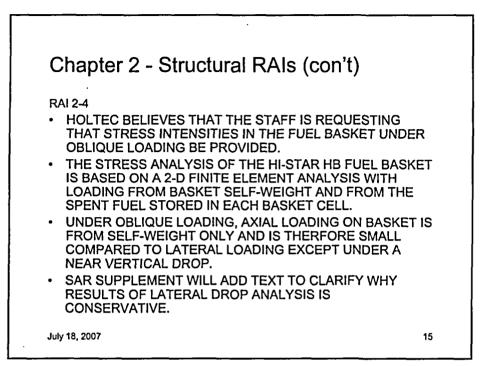


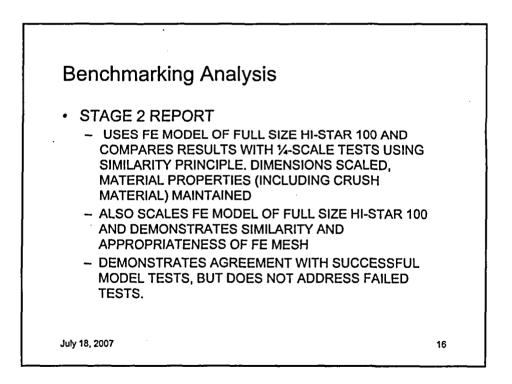


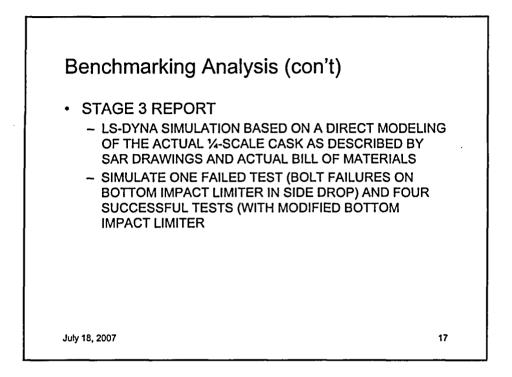


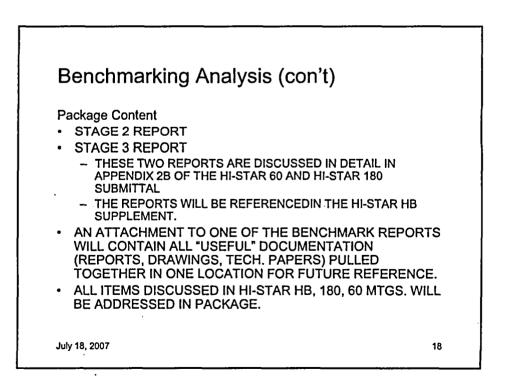


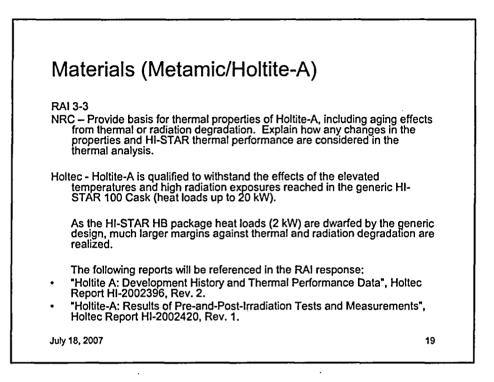


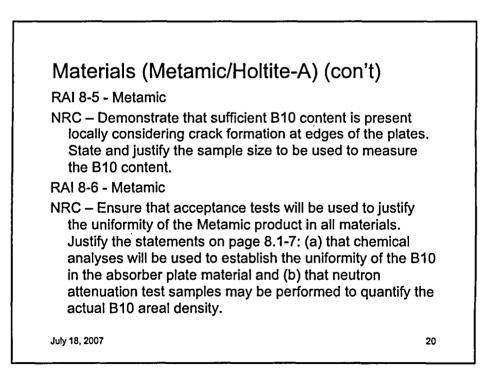


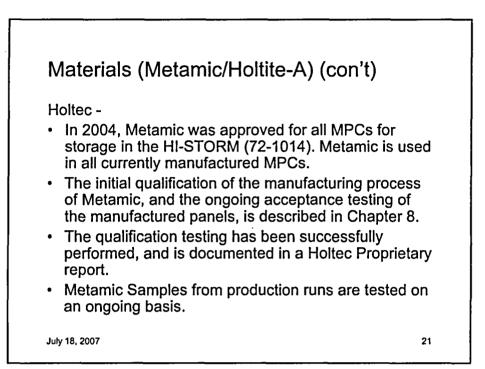


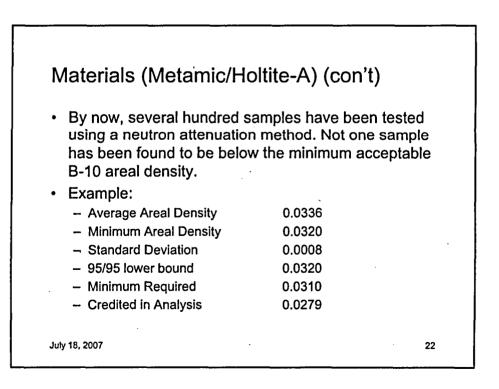


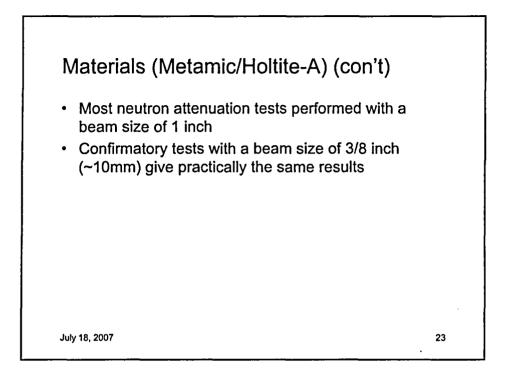


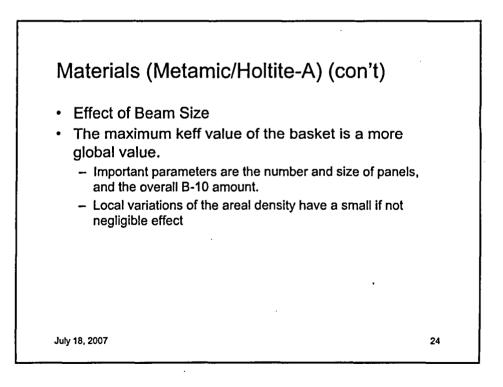


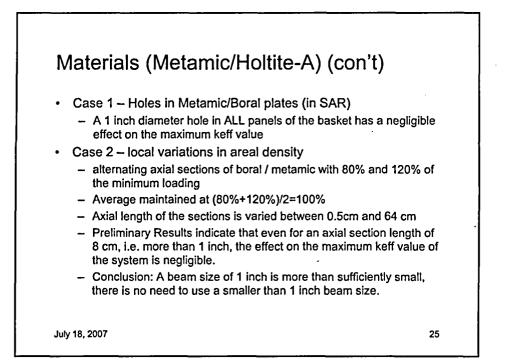


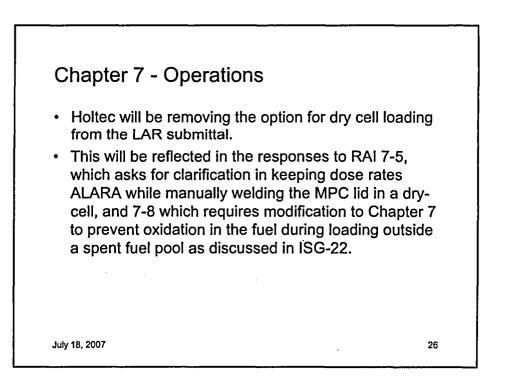












Minor Clarification of RAIs

RAI 1-1

NRC – Explain why ten Type 2 and six Type 5 aluminum sections shown for the inner-layer honeycomb materials of the top impact limiter are not axisymmetric.

Holtec – The referenced drawing shows an already licensed design. A table has been added on sheet 1 specifically for HB for the nominal crush strength properties for the impact limiters.

This material is confined by the interior gussets and is active only in end drop. A material availability issue originally was addressed by mixing two crush strengths.

Sheet 3 of SAR drawing permits a uniform arrangement of 1420 psi crush strength material as an option for the HI-STAR 100. Sheet 3 will have an similar option for the HI-STAR HB.

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