

No.	ITAAC Category/Type	Design Commitment	Inspections, Tests, Analyses	Acceptance Criteria
D01	<p><u>As-Designed Analysis</u> Design Reliability Assurance Program</p>	<p>The structures, systems, and components (SSCs) within the scope of the reliability assurance program (RAP) at licensing are designed in a manner that is consistent with the risk insights and key assumptions of the licensed design.</p>	<p>An analysis will be performed to verify that the initial design of every SSC within the scope of the RAP at licensing has been completed in accordance with the design reliability assurance program (D-RAP).</p>	<p>Procurement and construction documents for each SSC within the scope of the RAP at licensing have been issued by the licensee's design organization.</p>

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D01	<p data-bbox="191 232 653 264"><u>Tier 2 Section 14.3 Discussion</u></p> <p data-bbox="191 285 1955 570">Section 17.4 discusses the reliability assurance program, which assures that the risk-significant components (identified in Table 17.4-x) are designed, procured, constructed, and operated in a manner that is consistent with the key assumptions and risk insights for risk-significant SSCs. The SSC may be either safety-related or nonsafety-related. Safety-related, risk-significant components are designed with the quality program requirements of 10 CFR Part 50 Appendix B as defined in [Topical Report X]. [Topical Report Y] defines requirements for nonsafety-related, risk-significant components. These licensee programs assure that risk insights and key assumptions of the licensed design are properly translated into more detailed design documents. The D-RAP ITAAC does not analyze the effectiveness of these programs; that is addressed in other reviews and inspections.</p> <p data-bbox="191 591 1969 769">The D-RAP ITAAC verifies that appropriate controls have been applied to the procurement and construction documents prepared for each risk-significant SSC. It is sufficient to confirm that the initial version of each document has been issued under the appropriate program. (This is because revisions to these documents can only be performed under the same programs.) For this reason, while the ITAAC may be closed on the basis of revised packages (in place of the original), closure of the ITAAC is not to be delayed just because revisions are planned or anticipated.</p> <p data-bbox="191 790 1969 969">The scope of the D-RAP ITAAC is fixed at the time the license is issued. This is because additions to the scope of RAP can only be made through the appropriate control program; the addition of an SSC demonstrates that the appropriate program has been applied. Similarly, SSCs can be removed from the scope of RAP, but only through the appropriate control programs. In the context of the D-RAP ITAAC, the engineering package that removes an SSC from the scope of RAP constitutes “completed design” for that SSC.</p> <p data-bbox="191 990 1955 1201">The required analysis is focused on completeness: ensuring that the initial design related to each SSC in the scope of RAP when the license is issued has been developed under the appropriate programs. It is advantageous to attempt to close the D-RAP ITAAC early in the COL design phase. This maximizes the time available to correct any omission and minimizes any associated schedule impact. Once closed, the ITAAC should not be reopened because of revisions to procurement or construction documents or even modification to the design. Such changes can only be accomplished through the appropriate design control programs.</p> <p data-bbox="191 1222 957 1255">An ITAAC analysis is performed to verify the following:</p> <ol style="list-style-type: none"> <li data-bbox="218 1276 1955 1382">i. The documents for procurement and construction of each safety-related, risk-significant SSC listed in Table 17.4-x at the time of licensing have been approved, demonstrating that each document was developed in accordance with the 10 CFR Part 50 Appendix B quality program requirements listed in [Topical Report X]. <li data-bbox="218 1403 1955 1508">ii. The documents for procurement and construction of each nonsafety-related, risk-significant SSC listed in Table 17.4-x at the time of licensing have been approved, demonstrating that each document was developed in accordance with applicable requirements listed in [Topical Report Y]. 			

