SPACE RESERVATION REQUEST

New PS Ring Internal Dumps

EDMS number: 1585135

Seen by PITTET Serge — 2016-03-15, 10:28

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Seen by BELLEMAN Jeroen — 2016-03-15, 10:54

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Seen by LELONG Patrick — 2016-03-16, 10:31

Seen

Seen by GIOVANNOZZI Massimo — 2016-03-18, 15:39

I have sent comments directly to the authors

Accepted by COUPARD Julie — 2016-03-21, 17:41

ok

✔ **Accepted** by **BORBURGH Jan** 2016-03-22, 07:42

OK, under conditions as outlined in this ECR. Minor comments on text.

Page comments

Page 3

chapter 3 should read something like:
...SS47, SS48, SS75 and SS31 (if the extraction septum SEH31 in ss31 is obsolete and can be removed).

It is proposed to finalize the decision of the two final locations when the mechanism and the shielding design will be completed.

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last paragraph:
... the extraction septum is taken.

3. DETAILED DESCRIPTION OF POSSIBLE LOCATIONS

In principle, the following straight sections are all possible locations for the new internal dumps: SS47, SS48, SS75 and SS31 (if the extraction Septum SEH31 in SS31 is obsolete and can be removed).

The characteristics of each SS are described in Table 1.

It is proposed to finalize the decision of the two final locations when the mechanism and the shielding design will be completed. An ECR will be prepared to fully detail this.

SS31 can be considered available only if the decision of removing the extraction septum is taken[1]. Reservation for SS31 should also be reconsidered if more RF voltage will be required from the main acceleration system for faster acceleration (not within LIU).

✔ **Accepted** by **CALVIANI Marco** 2016-03-22, 09:15

Ok.

It is understood that LIU requires the new internal dump to have the double function of internal dump and ralentisseur.
However if SS48 and SS75 will be selected, only 1 dump could have the double function. Therefore the space of the current ralentisseur need to be maintained.

✔ **Accepted** by **STEERENBERG Rende** 2016-03-22, 12:01

Ok with me.
Concerning the SS31, which, as mentioned in the document, is also the only section where an additional cavity can be installed: POPS allows for faster acceleration (higher dB/dt) than used today. The reason for this limit is to guarantee backward compatibility of the cycles with the rotating machine that is limited to 9 kV, whereas POPS can provide 10 kV. The rotating machine remains spare for POPS until LS2. Hence after LS2 no backwards compatibility will be needed.
Following a brief discussion with Heiko Damerau it would be good to make separately of this document an estimate if an extra cavity would be needed in case we want to exploit the dB/dt margin available with POPS.

Seen by **MATAGUEZ Simon** 2016-03-22, 15:19

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Seen by **BODART Dominique** 2016-03-23, 11:28

seen

Seen by **DAMERAU Heiko** 2016-03-24, 20:35

Seen. Thank you for having added the comments concerning the possible RF installations in SS31 and SS75.

Seen by **ROSSI Carlo** 2016-04-01, 14:40

Seen

✔ **Accepted** by **HANKE Klaus** 2016-04-05, 08:20

OK like this for the moment. We will define the final location before the end of the year.

Seen by **DEHNING Bernd** 2016-04-05, 18:57

SS75: If some of the existing wire scanner should be kept for run 3 the location SS75 is a obvious location for a new scanner to be installed