

# RI - DNMS Licensee Event Report Disposition

~~Event # 52549~~

Licensee:	LER 2017-003, US Department of the Navy, 01/18/17			
Event Description:	Loss of Licensed Material			
License No:	45230450NA	Pocket No:	03024462	MLER-RI:
Event Date:	01/18/17	Report Date:	02/14/17	HQ Ops Event #:
				2017003
				52549

## 1. REPORTING REQUIREMENT

<input type="checkbox"/>	10 CFR 20.1906 Package Contamination	<input type="checkbox"/>	10 CFR 30.50 Report
<input checked="" type="checkbox"/>	10 CFR 20.2201 Theft or Loss	<input type="checkbox"/>	10 CFR 35.3045 Medical Event
<input type="checkbox"/>	10 CFR 20.2203 30 Day Report	<input type="checkbox"/>	License Condition
<input type="checkbox"/>	Other		

## 2. REGION I RESPONSE

<input type="checkbox"/>	Immediate Site Inspection	Inspector/Date	
<input type="checkbox"/>	Special Inspection	Inspector/Date	
<input type="checkbox"/>	Telephone Inquiry	Inspector/Date	
<input type="checkbox"/>	Preliminary Notification/Report		
<input checked="" type="checkbox"/>	Information Entered in RI Log	2/23/17	Daily Report
<input type="checkbox"/>	Report Referred To:		Review at Next Inspection

## 3. REPORT EVALUATION

<input checked="" type="checkbox"/>	Description of Event	<input checked="" type="checkbox"/>	Corrective Actions
<input checked="" type="checkbox"/>	Levels of RAM Involved	<input type="checkbox"/>	Calculations Adequate
<input checked="" type="checkbox"/>	Cause of Event	<input type="checkbox"/>	Additional Information Requested from Licensee

## 4. MANAGEMENT DIRECTIVE 8.3 EVALUATION

<input type="checkbox"/>	Release w/Exposure > Limits	<input type="checkbox"/>	Deliberate Misuse w/Exposure > Limits
<input type="checkbox"/>	Repeated Inadequate Control	<input type="checkbox"/>	Pkging Failure > 10 rads/hr or Contamination > 1000x Limits
<input type="checkbox"/>	Exposure 5x Limits	<input type="checkbox"/>	Large# Indivs w/Exp > Limits or Medical Deterministic Effects
<input type="checkbox"/>	Potential Fatality	<input type="checkbox"/>	Unique Circumstances or Safeguards Concerns
If any of the above are involved:			
<input type="checkbox"/>	Considered Need for IIT	<input type="checkbox"/>	Considered Need for AIT
Decision/Made By/Date:			

## 5. MANAGEMENT DIRECTIVE 8.10 EVALUATION (additional evaluation for medical events only)

<input type="checkbox"/>	Timeliness - Inspection Meets Requirements (5 days for overdose / 10 days for underdose)
<input type="checkbox"/>	Medical Consultant Used-Name of Consultant/Date of Report:
<input type="checkbox"/>	Medical Consultant Determined Event Directly Contributed to Fatality
<input type="checkbox"/>	Device Failure with Possible Adverse Generic Implications
<input type="checkbox"/>	HQ or Contractor Support Required to Evaluate Consequences

## 6. SPECIAL INSTRUCTIONS OR COMMENTS

Review next biennial inspection - scheduled for June 2017

☐ Non-Public

Inspector Signature:

Date:

☒ Public-SUNSI REVIEW COMPLETE

Branch Chief Initials:

Date:

Location of File: G:\REFERENCE\BLANK FORMS\MLER FORM.DOC

Rev. 09/12/13



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
2000 NAVY PENTAGON  
WASHINGTON, DC 20350-2000

5104  
Ser N45/17U132352  
February 14, 2017

Mr. Shawn Seeley  
License Reviewer  
Division of Nuclear Material Safety  
U.S. NRC Region I  
2100 Renaissance Blvd, Suite 100  
King of Prussia, PA 19406-2713

SUBJECT: LOSS OF LICENSED MATERIAL

Loss of licensed material reportable under Title 10, Code of Federal Regulations, Part 20.2201 occurred with Naval Radioactive Materials Permit No. 04-57025-T2NP, which authorizes distribution and possession of the devices. This permit was issued under the authority of Nuclear Regulatory Commission Master Materials License No. 45-23645-01NA. The enclosed report provides information required by Title 10, Code of Federal Regulations, Part 20.2201(b).

Sincerely,

SANDERS.JERRY.NO  
RMAN.JR.11340139  
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Digitally signed by  
SANDERS.JERRY.NORMAN.JR.1134013970  
DN: c=US, o=U.S. Government, ou=DoD,  
ou=PIQ, ou=USN,  
cn=SANDERS.JERRY.NORMAN.JR.1134013970  
Date: 2017.02.14 14:57:56 -0500

J. N. SANDERS, JR  
CAPT, MSC, USN  
Executive Secretary  
Naval Radiation Safety Committee

Enclosure: 1. Information Concerning Lost Radioactive Material

Copy to: Naval Sea Systems Command Detachment, Radiological Affairs Support Office

## INFORMATION CONCERNING LOST RADIOACTIVE MATERIAL

1. The lost radioactive material consisted of one in flight blade inspection system (IBIS) pressure indicator which was installed on one CH-53E aircraft. The IBIS pressure indicator (P/N: 12210-1, S/N: 293) contained one 500 microcurie Strontium-90 source.
2. The IBIS pressure indicator was last visually accounted for prior to an aircraft flight on January 18, 2017. Much of the flight was over water and maneuvers were conducted over unpopulated woodland adjacent to Marine Corps Air Station (MCAS) New River, North Carolina. During the flight nothing out of the ordinary was noted. After the flight, a post flight inspection was conducted and it was then discovered that an IBIS pressure indicator was missing.
3. The IBIS pressure indicator was discovered missing at 5:45 AM on January 18, 2017 during a post flight inspection when the crew chief went to reinstall the IBIS pressure indicator covers. The likely location of the IBIS pressure indicator is in the water or unpopulated wooded area beneath the aircraft flight path in the New River, North Carolina region.
4. Exposure to individuals from radiation from the IBIS pressure indicator is unlikely due to its likely location in an uninhabited area.
5. Upon discovery of the missing IBIS pressure indicator, the aircraft maintenance crew at MCAS New River immediately performed an inspection of the flight line in the vicinity of the aircraft. On January 18, 2017 at approximately 3:00 PM an extensive foreign object detection walk was conducted on the aircraft parking line. No debris associated with the missing IBIS pressure indicator was found.
6. An inspection was completed on all IBIS pressure indicators installed on aircraft associated with the MCAS New River in order to verify that the IBIS pressure indicators did not exhibit excessive wear indicating the potential for the displacement of an IBIS pressure indicator from the aircraft. MCAS New River aircraft operational and maintenance crew were re-briefed on the importance of vigilant pre-flight and post-flight aircraft inspections in order to identify potential material defects of aircraft components.