

From: [Hicks, Jack](#)
To: [O'Keefe, Neil](#)
Subject: [External_Sender] Re: Additional Information for NCV 2019001-05
Date: Tuesday, July 09, 2019 2:17:45 PM

IR: issue report-it will become a CR or TR based on screening.
CR: condition report- issue in our corrective action program (CAP).
TR: tracking report-issue that is non-CAP or administrative.
EV: evaluation- performed to address the issue.

I am offsite this afternoon. I can send a copy of our procedures later if you need them.

Sent via the Samsung Galaxy Note9, an AT&T 4G LTE smartphone

----- Original message -----

From: "O'Keefe, Neil" <Neil.O'Keefe@nrc.gov>
Date: 7/9/19 12:14 PM (GMT-06:00)
To: "Hicks, Jack" <Jack.Hicks@luminant.com>
Subject: RE: Additional Information for NCV 2019001-05

EXTERNAL EMAIL

Jack,

Thanks for the email, but I don't yet know your processes enough to understand the acronyms.

Please explain the acronyms and the purpose of each:

IR
ER
TV
CR

Thanks,

Neil

From: Hicks, Jack <Jack.Hicks@luminant.com>
Sent: Monday, July 08, 2019 1:08 PM
To: O'Keefe, Neil <Neil.O'Keefe@nrc.gov>
Cc: Merka, Gary <Gary.Merka@luminant.com>
Subject: [External_Sender] Additional Information for NCV 2019001-05

The following additional information is providing concerning the cross cutting aspect for NCV 2019001-05:

The issue was discussed with Ramiz Gilada (Civil Engineer), and here is what he said happened on the stator lift rig missile issue:

Jeff Josey notified Tim Gilder and the Control Room on 01/31/19 that we had a stator lift rig assembly stored in the PA, and he questioned whether or not it was a potential tornado missile. Tim discussed it with Ramiz, and Ramiz told Yaw Asante-Wiredu (Seimens Engineer and TR owner) to issue an IR, and he issued IR 2019-001119 on it. The IR that Yaw wrote was worded like a question only, so it was initially screened as a TR. Ramiz initiated an EV in this TR to evaluate whether or not it was a potential tornado missile that could potentially affect SSCs. At this time, Ramiz also started a dialogue with Hunter Schill (Operations Support Manager) about it because there was a threat of severe weather in the area. It was agreed that per STI-904, if a tornado were to hit and the EV wasn't finished then the plants would shut down. Ramiz also told Yaw that the TR should be rescreened to a CR, but that didn't happen. Ramiz then completed the EV, which concluded that the stator lift rig needed to be strapped down to prevent it becoming a potential missile. The lift rig was then strapped down per the guidance in the TR.

Ramiz believes that the main contributor to not notifying the Control Room when the potential tornado missile hazard was identified was complacency. They were mainly focused on addressing the technical issue and overlooked the admin procedure requirement to notify the Control Room. We didn't recognize the potential inherent risk, even while expecting a successful outcome.

Please let me know if you have any further questions.

Jack C. Hicks
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