

OFFICE OF CIVILIAN RADIOACTIVE WASTE MANAGEMENT

QUALITY ASSURANCE PROGRAM QUARTERLY TREND REPORT

FOR

SECOND QUARTER OF FY 1995

SUBMITTED BY:

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## EXECUTIVE SUMMARY

### 1.0 Introduction

This is the trend report for the second quarter of FY 1995. It covers the period from April 1994 to March 1995. The purpose of the trend report is to identify and evaluate trends for corrective actions taken in the past 12 months. The corrective action documents reviewed in this report include Corrective Action Requests (CAR) issued by Headquarters Quality Assurance Division and the Yucca Mountain Quality Assurance Division (YMQAD) and Nonconformance Reports (NCRs) issued by the Yucca Mountain Site Characterization Office (YMSCO).

This report is a beginning transition from past trend reports. For example, all CARs have been coded for trending, not just the significant CARs. The scope of the next trend report will be altered even more with the anticipated issuance of Administrative Procedure AP-16.3Q, "Trend Evaluation and Reporting," during the next quarter. The presentation of conclusions in this and the next few reports is expected to be somewhat developmental.

As a point of direction, this report is intended to be a means of providing some insight for management into a broader picture of how effective the quality assurance (QA) program is by categorizing the corrective actions being identified. Much of this report identifies general averages to enable prioritization in areas of improvement. Such comments in the report may be useful in providing direction to the program, although specific actions may not be identified.

### 2.0 Summary

There were no adverse trends identified in the reporting period. The number of NCRs increased due to the increase in associated construction activities. Review of CAR activities indicated that most are due to failure to implement a procedure. The review also showed that emphasis is needed in establishing control over the design process.

## DETAILED REPORT

### 3.0 Status of Previously Reported Trends

There were two CARs for adverse trends that were open as of the last trend report. These were CARs YM-93-070 and YM-95-007, and they were closed respectively on April 4 and March 17, 1995.

### 4.0 Current Adverse Trends

The analysis of data is split between the NCRs and CARs. There were 56 "Q" NCRs during the last year, and 129 CARs. Listings of these documents are provided in the attachments. No adverse trends were identified during this period as discussed below.

### 4.1 "Q" Nonconformance Reports

The following table shows the generation of "Q" NCRs for the last year.

#### "Q" NCR Generation

1994	Apr	2
	May	3
	Jun	2
	Jul	2
	Aug	0
	Sep	2
	Oct	2
	Nov	8
	Dec	3
1995	Jan	5
	Feb	13
	Mar	14
<b>Total</b>		<b>56</b>

The data shows a noticeable increase in NCRs beginning in November 1994. This is expected as construction activities increased with the advancement of the Tunnel Boring Machine. This increase is not considered to be an adverse trend, but to be indicative of the corrective action system response to an increased number of activities.

Half of the NCRs relate to the QA program element on control of services, i.e., control of construction. These deficiencies are largely due to not following procedure.

## 4.2 Corrective Action Requests

The table below shows the CAR generation for the last 12 months. There was a noticeably higher generation rate in July, August, and September (about twice the average). This is primarily the result of completion of significant design activities by the Civilian Radioactive Waste Management System Management and Operating contractor during the completion of design activities associated with Design Package 2C. This peak does not represent a trend which needs to be addressed beyond what was identified in the related audits.

### CAR Generation

	All	Significant Conditions
Apr-94	9	3
May-94	9	2
Jun-94	2	0
Jul-94	28	10
Aug-94	21	5
Sep-94	22	3
Oct-94	9	4
Nov-94	6	3
Dec-94	11	1
Jan-95	2	1
Feb-95	3	0
Mar-95	7	1
Total	129	33
	Avg 10.6	

No adverse trends were identified in this data.

The review of the CAR data coding shows the following QA program elements to be the largest contributors:

QA Program Element	%
3 Design Control	37
5 Implementing Documents	16
2 QA Program	11
17 Records	7
16 Corrective Action	6

The large portion relating to design control reflects the emphasis in the project activities and QA oversight at this time. Management should continue to direct priority to resolving design issues as identified by the associated audits. Of the 71 CARs identified in July, August, and September, 19 remain open.

The following chart displays organizations versus the secondary trend code defined in Quality Assurance Procedure QAP 16.3. The three largest are:

**Secondary Trend Code**

	No.	Percent
Failure to Implement Procedure	59	45%
Inadequate Procedure	26	20%
Design Deficiency	16	12%
Other	28	23%
<b>TOTAL</b>	<b>129</b>	<b>100%</b>

Almost half of the CARs are due to failure to implement a procedure correctly. This coding category does not include errors due to inadequate procedures or lack of knowledge/skill. These are errors that could have been avoided if procedure compliance had been a priority. Attention to procedural detail would be good for management to emphasize. This type of a category is often higher than others, but there is an indicated need for improvement.

**5.0 Problems Constituting Current Adverse Trends**

No adverse trends have been identified during this period.

**6.0 Summary of Identified Causes and Actions Required to Correct Current Adverse Trends**

No adverse trends exist.

**Attachments**

- Attachment 1 - NCR Log Data
- Attachment 2 - CAR Log Data
- Attachment 3 - Trending Codes