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TIME: 00:00

LICENSEE: BOEING COMPUTER SERVICES

SITE: BOEING COMPUTER SERVICES EN NUMBER: 25021 DOCKET: EVENT DATE: 02-04-93 RX TYPE: EVENT TIME: 00:00 **VENDORS:** NOTIFY DATE: 02-04-93 EMERGENCY CLASS: N/A REGION: 5 STATE: WA

OPS OFFICER: THOMAS ANDREWS

10 CFR SECTION: CCCC 21.21 UNSPECIFIED PARAGRAPH

THE FOLLOWING 10CFR21 NOTIFICATION WAS MADE TO THE OPERATIONS CENTER VIA LETTER FROM BOEING COMPUTER SERVICES, PO BOX 24346, SEATTLE, WASHINGTON.

THE COMPUTER PROGRAM GTSTRUDL, VERSIONS UP TO AND INCLUDING 92.01 HAVE PROBLEMS WHICH RESULTS IN INCORRECT ANSWERS WHICH ARE OBVIOUS OR THE PROBLEM PREVENTS COMPLETION OF A USER'S TASK. BOEING HAS NOTIFIED THEIR FORMER CUSTOMERS WITH THE EXCEPTION OF:

REACTOR CONTROLS, INC.

ECHO ENERGY CONSULTANTS, INC.

NUCLEAR APPLICATIONS AND SYSTEM ANALYSIS COMPANY (JAPAN) NUCLEAR POWER SERVICES

URS/JOHN A. BLUME & ASSOCIATE

THE FIRST PROBLEM IDENTIFIED IS DESCRIBED AS FOLLOWS:

IF A GTSTRUDL MODEL CONTAINS DELETED MEMBERS AND A MEMBER GROUP.

GTMODELER CHANGES THE CONTENTS OF THE MEMBER GROUP IF NO EDITING

CHANGES OR ADDITIONS ARE MADE IN "GRAPHICS MODE" BEFORE SELECTING

"COMMAND MODE" TO LEAVE GTMODELER.

TO WORK AROUND THIS PROBLEM, SELECT "RETURN" TO LEAVE GTMODELER AND

SO BACK TO THE COMMAND MODE OF GTSTRUDL.

APPLICABLE SECTIONS OF THE USER MANUAL:

GTSTRUDL GROUPS - VOLUME 1 SECTION 2.1.2.2 GTMODELER "GRAPHICS MODE" - VOLUME 6 SECTION 3.9 GTMODELER "COMMAND MODE" - VOLUME 6 SECTION 3.11

GTMODELER "RETURN" - VOLUME 6 SECTION 3.10

THE SECOND PROBLEM IDENTIFIED IS DESCRIBED AS FOLLOWS:

IN GTMODELER, SPECIFYING THE REMOVAL OF A LINE OF JOINTS FROM

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A GROUP

RESULTS IN THE REMOVAL OF THE MEMBERS THAT ARE ON THAT LINE INSTEAD.

ALSO, SPECIFYING THE REMOVAL OF INDIVIDUAL JOINTS OR MEMBERS FROM ${\tt A}$

GROUP WORKS PROPERLY.

APPLICABLE SECTIONS OF THE USER MANUAL:

GTSTRUDL GROUPS - VOLUME 1 SECTION 2.1.2.2
GTMODELER GROUPS - VOLUME 6 SECTION 13.4.5

HOO NOTE: THE OPERATIONS OFFICER HAS NO BASIS OR BACKGROUND FOR

JUDGING

THE SIGNIFICANCE OF THIS NOTIFICATION. NONE WAS

PROVIDED IN

THE LETTER FROM BOEING. THEY ALSO DO NOT LIST THE

LICENSEES

WHO ARE POTENTIALLY AFFECTED BY THIS SITUATION.