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**Subject:** [External\_Sender] A Suggestion, Digital I & C-related  
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Good morning,

I am writing today to suggest a preemptory, monitoring type of action be taken by the US NRC, which I believe would be quite unusual. I additionally believe it is quite necessary. But let me begin this way.

Another Boeing 737 Max 8 crashed today with the loss of all on board. Now I don't know exactly what "fly by wire" means and I don't even know if that is how these new planes are controlled. I can tell you that, back some years, there was NO digital control of aircraft, they would be manually controlled.

How do they accept for use the digital I&C systems used on aircraft today? Go to the Digital I & C NRC Commission meeting of 10-25-2018 and listen to Mr. George Romanski of the FAA. He speaks from 29:45 to 38:15. Notice that acceptance seems to be the result of no failures when a point one per cent sample is tested. Maybe that is too low. But, commenting on aviation today is not my interest. I am interested in what needs to be done to get digital I & C accepted for use by today's commercial nuclear industry. So here is what I am suggesting.

Pick 2 or 3 NRC people to visit Mr. Romanski and learn how digital I & C is being accepted for commercial use. Acquire permission for these same 2 or 3 people to attend (listen only) NTSB efforts related to the Boeing 737 Max 8 responses before and during two crashes. Decide if we need something more or more stringent so that digital I & C can be accepted for use in the US commercial nuclear industry.

So I guess what I am saying is this: determine if you think that current FAA (digital/software I & C) efforts are adequate enough, if applied to the US commercial nuclear industry, to provide us with the desired level of risk reduction. If not, determine what additional measures need to be taken.

Thank you,

Tom Gurdziel

The picture, taken in Arizona six years ago, shows the model of plane I learned to fly on in New Jersey. Aviation is not a current hobby of mine.

