

CHAIRMAN Resource

From: Tom Gurdziel <tgurdziel@twcny.rr.com>
Sent: Thursday, May 30, 2019 8:03 AM
To: CHAIRMAN Resource
Cc: Transformation.Resource@nrc.gov; Screnci, Diane; Esberg, John R:(GenCo-Nuc); 'Ed Stronski'; Miller, Eric; Tim Echols; Bridget Frymire
Subject: [External_Sender] Digital I & C

Good morning,

Have you been following the public news of the Boeing 737 Max 8 aircraft? I think there are some lessons to be learned by the NRC. Both the FAA and the NRC appear to be using those regulated to decide acceptable solutions for the regulator. In the case of the FAA, selected Boeing employees are used. For the NRC, doesn't the Nuclear Energy Institute serve in approximately the same way?

I think it is important for 2 or 3 high level NRC people to review the situation the FAA is in right now, look for (problem) similarities, and at least recommend changes to be implemented by the NRC where necessary.

In particular, a strong questioning effort is needed, (in my opinion), on how the FAA accepts software. This was explained to us in a Commission meeting just a few days before the first Boeing 737 Max 8 crash. I am currently thinking that the more or less "advance approval before acceptance" may not be satisfactory any longer. (It would make it harder for the NRC to ultimately reject a presented software solution that had received advance approval.)

Finally and sadly, superior to these ideas on the acceptance of digital software for a specific use/application, it still remains clearly apparent to me that the NRC does not yet generally accept the idea that digital I & C software should be allowed in US commercial nuclear powerplants. It is well past time for the general acceptance of digital I & C by the US NRC.

Thank you,

Tom Gurdziel



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