

CHAIRMAN Resource

From: Tom Gurdziel <tgurdziel@twcny.rr.com>
Sent: Tuesday, June 18, 2019 10:36 PM
To: CHAIRMAN Resource
Cc: Transformation.Resource@nrc.gov; Tim Echols; Bridget Frymire; 'Ed Stronski'; Esberg, John R:(GenCo-Nuc); Screnci, Diane
Subject: [External_Sender] Learning Lessons

Good morning,

Have you been following the current Boeing aircraft problem with their 737 Max 8 models? Briefly, the way I see it, Boeing has claimed (or promised) that they could fix the problem with software changes to their MCAS flight control system. And, the head of the company had originally claimed, months ago, that only a couple of weeks would be needed. So far, I still have not seen that they have submitted their fix to the FAA, (the regulator), for approval.

I think I am seeing a very clear lesson that the way things are going between Boeing and the regulator are non-responsive to current needs. The way I see current needs is this: Boeing needs to submit a complete and thoroughly reviewed set of (MCAS) changes to the regulator. Then the regulator needs to say either that it is acceptable or that it is not acceptable. At this point appropriate, additional decisions can be made.

Why is this important?

I think the NRC may be entering a very similar arena with digital I & C. Think back two Commission briefings on digital I & C. Do you remember the FAA person explaining how they, (the FAA), make early decisions to get things moving (for the organization being regulated)? (I think this was about 2 days before the first Boeing 737 Max 8 new aircraft crash.) As I see it, all these early decisions/approvals do is compromise the ability of the regulator to eventually (or finally) reject some provided solution. After all, didn't you say it was OK earlier?

One more thing

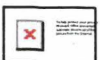
Isn't it interesting to notice that, while Boeing has not yet announced that they have provided a firm set of changes to the regulator, the company head has stated that he thinks the Boeing 737 Max 8 aircraft will be approved for flight in July! Wouldn't you think that the approval (or rejection) should come from the regulator after the regulator has sufficient time to review the changes?

Thank you,

Tom Gurdziel

(Although not current, I can provide copies of both my license to fly an airplane solo and my license to manage the operation of a commercial nuclear plant.)

Learning lessons from somebody else's misfortune is a lot less painful than enduring that type of situation ourselves, don't you think?



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