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April 2, 2019

The Honorable Edward Markey  
United States Senate  
255 Dirksen Senate Office Building  
Washington, D.C. 20510

Dear Senators,

Thank you for your letter of March 27, 2019 regarding the safety features aboard Boeing aircraft. This is a matter of critical importance to Boeing and I appreciate the opportunity to enhance your understanding of our enduring commitment to safety as a core value.

Millions of passengers board our aircraft each year. Like you, The Boeing Company is committed to ensuring their safety.

All aircraft delivered by Boeing and certified by the Federal Aviation Administration are equipped with all critical safety features necessary to operate the plane safely. This equipment is standard, and it does not cost extra. FAA Acting Administrator Dan Elwell affirmed this in his testimony before the Senate Commerce Committee's Subcommittee on Aviation and Space on March 27 when he said, "If something is a critical safety feature on an aircraft...it's not optional." That is a commitment Boeing makes to our customers and the flying public. We would never charge additional fees for access to the necessary safety features.

Your letter raised a number of important issues regarding the safety and operability of the 737 MAX 8. Let me assure you that all primary flight information required to safely and efficiently operate the 737 MAX is included on the baseline primary flight display. All 737 MAX airplanes display flight data in a manner that is consistent with pilot training and the fundamental instrument scan pattern pilots are trained to use. Moving forward, the MAX baseline display will include the Angle of Attack (AoA) indicator you referenced, as well as the Angle of Attack Disagree Alert. These alerts can be retrofitted on previously-delivered aircraft. Furthermore, this supplemental safety equipment and related retrofits will be offered to customers by Boeing at no additional cost. This is a decision we made weeks ago, and we feel it's the right one.

For your reference, when an aircraft is sold it comes with an "interior allowance," which is a budgeted amount of money for the operator to purchase options to complete and customize the aircraft's interior. The expectation is that all of the emergency equipment – and many other options – can be acquired by the airline using that allowance without paying additional money. The system is structured so the airplane always has the equipment required to ensure all safety and regulatory requirements are met, while also allowing the airline flexibility to tailor it to their operation, crew needs and mission.

Acting Administrator Elwell pointed to this need for flexibility at the March 27 hearing, explaining that some airlines and pilot groups – including the Navy – have historically preferred AOA displays and some – like the Air Force – have not. “It is a matter of every piece of real estate in a cockpit is precious. And you put one gauge up there...you're sacrificing another. These are important distinctions,” Elwell said. While we have offered options for customers, I want to reiterate that critical safety instruments have never been, and never will be, “*a la carte*.”

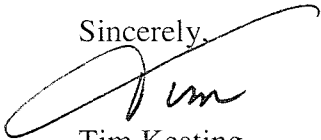
As we move forward, we're united with our airline customers, international regulators and government authorities in our efforts to support the ongoing MAX crash investigations, understand the facts of what happened, and help prevent future tragedies. We also understand and regret the challenges for our customers and the flying public that have been caused by the 737 MAX fleet's grounding.

The importance of our work demands the utmost integrity and excellence—that's what I see in our team, and we'll never rest in pursuit of it. Our mission is to connect people and nations, protect freedom, explore our world and the vastness of space, and inspire the next generation of aerospace dreamers and doers—and we'll fulfill that mission only by upholding and living our values. That's what safety means to us.

Boeing has been in the business of aviation safety for more than 100 years, and we'll continue providing the best products, training and support to our global airline customers and pilots. Together, we'll keep working to earn and sustain the trust people have placed in Boeing.

Thank you for the opportunity to address these concerns with you and I hope we can continue this important discussion.

Sincerely,



Tim Keating  
Executive Vice President, Government Operations  
The Boeing Company

cc: Senator Richard Durbin  
Senator Tom Udall  
Senator Elizabeth Warren  
Senator Sheldon Whitehouse  
Senator Richard Blumenthal  
Senator Chris Van Hollen  
Senator Tina Smith  
Senator Benjamin Cardin  
Senator Bernard Sanders  
Senator Dianne Feinstein  
Senator Ron Wyden  
Senator Kirsten Gillibrand  
Senator Tammy Baldwin  
Senator Robert Menendez  
Senator Amy Klobuchar  
Senator Tammy Duckworth