

Good afternoon –

We wanted to provide you and your principals with a brief update on the Boeing 737 MAX.

Over the past several weeks the FAA has been reviewing the system safety assessment (SSA) submitted by Boeing. The FAA's Type Inspection Authorization (TIA) Board has completed its review, clearing the way for flight certification testing to begin. Flights with FAA test pilots could begin as early as tomorrow, evaluating Boeing's proposed changes to the automated flight control system on the 737 MAX. Testing is expected to take several days, and will include a wide array of flight maneuvers and emergency procedures to enable the agency to assess whether the changes meet FAA certification standards.

It is important to note, getting to this step does not mean the FAA has completed its compliance evaluation or other work associated with return to service. The FAA has not made a decision on return to service. We have a number of steps remaining after the conclusion of the certification flights:

- JOEB Validation & FSB Review – The FAA's Flight Standardization Board (FSB) and the Joint Operations Evaluation Board (JOEB) which includes international partners from Canada, Europe, and Brazil will evaluate minimum pilot training requirements. The FSB will issue a draft report for public comment addressing the findings of the FSB and JOEB.
- Final FSB Report – The FAA will publish a final FSB report after reviewing and addressing public comments.
- Final Design Documentation and TAB Report – The FAA will review Boeing's final design documentation in order to evaluate compliance with all FAA regulations. The multi-agency Technical Advisory Board (TAB) will also review the final Boeing submission and issue a final report prior to a final determination of compliance by the FAA.
- CANIC & AD – The FAA will issue a Continued Airworthiness Notification to the International Community (CANIC) providing notice of pending significant safety actions and will publish an Airworthiness Directive (AD) that addresses the known issues for grounding. The AD will advise operators of required corrective actions before aircraft may re-enter commercial service.
- FAA Rescinds Grounding Order – This marks the official ungrounding of the aircraft, pending completion by operators of the work specified in the AD, along with any required training.
- Certificates of Airworthiness – The FAA will retain its authority to issue airworthiness certificates and export certificates for all new 737 MAX airplanes manufactured since the grounding. The FAA will perform in-person, individual reviews of these aircraft.
- Operator Training Programs – The FAA will review and approve training programs for all part 121 operators.