APRIL 12, 2019

**Boeing MAX-8 Update**

Today, representatives from SWAPA, other Pilot unions, and airlines met with the FAA in Washington, D.C. to discuss 737 MAX issues. SWAPA is standing by for further guidance from the FAA. Currently, the FAA Flight Safety Board is continuing to evaluate Boeing's proposed software changes and the FAA, as well as SWAPA, are still waiting on a final proposed training product from Boeing. SWAPA appreciates the invitation to participate in the meeting and we stand ready to assist in the continued further discussion and review of the MAX issues.

We have had numerous questions posed to SWAPA regarding Ethiopian Flight 302. These questions and the issues involved will no doubt have to be navigated, discussed, and debated. The first and most important goal of all of the entire process should be to protect the lives of our passengers and the traveling public in general.

Geopolitical issues continue in their complexity and they will intertwine with everything from crew training and experience to the Pilot supply/demand equation to codeshare agreements and subsidies, and much more. Congress will have to debate their 2004 decision where they granted the FAA authority to expand the role of aircraft manufacturers via an "Organization Designation Authorization" (ODA), delegating much of the FAA's regulatory oversight to the companies it oversees. Now the ODA concept may be too ingrained to reverse and further complicated because of the FAA's budget and lack of available and qualified personnel. Discussions will also invariably arise around Part 25 certification regulations and the very one-sided duopoly that Boeing enjoys and the anti-trust issues that accompany this long-overlooked issue. Boeing will, and should, continue to face scrutiny of the ill-designed MCAS and initial non-disclosure of the new flight control logic.

Closer to home, the advantages and disadvantages of an airline having a single fleet and having aircraft from only one manufacturer are already being discussed in the media, on Wall Street, by the aviation industry, and by SWAPA members. It is a very complex issue, both financially and safety-wise.

There are also many questions being discussed with the release of the preliminary report from the Ethiopian government on Flight 302. Among them are: Ethiopian procedures regarding stick shaker, unreliable airspeed procedures, auto-throttle procedures, flight mode selection training, autopilot engagement and use procedures, when the recommended runaway stabilizer and MCAS procedures were followed, and airspeed overspeed recognition and procedures. Hopefully, the final accident report and the still-awaited release of the Cockpit Voice Recorder (CVR), along with details of the training at Ethiopian Airlines, will answer these questions and more.

Scheduling and staffing frustrations will continue throughout the year until we have a full complement of aircraft. We are also working through ongoing jumpseat issues when OAL Pilots are attempting to ride Southwest and issues with our own Pass Bureau harassing SWAPA Pilots on the jumpseat. Both of these are unacceptable; a separate Blast will be sent out next week on these problems.

SWAPA is engaged on all levels and will continue to protect our passengers, the public, our crews and our families. Take care of each other and fly the jet.

**Leading Forward,**

Jon