

April 20, 2021

Mr. Carlos Monje
Senior Advisor
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Boeing 737 Airplanes & FAA Oversight

Dear Mr. Monje:

My name is Ed Pierson. I am writing to request a meeting with you to discuss two urgent matters. As background, I am a former Boeing Senior Manager who assisted the House Transportation and Infrastructure Committee in their investigation into the 737 MAX accidents and was the “Boeing whistleblower” that testified before Congress about the production problems at the 737 Factory in Renton, Washington.

Boeing, the airlines, and the FAA continue to downplay and characterize safety incidents involving the 737 MAX and an ever-growing number of newly discovered production quality defects involving Boeing airplanes as routine, and thus inevitable. They are going to great lengths to try and differentiate these serious issues as “not related to MCAS software” or “not associated with the accidents.” This is an irresponsible, defeatist, and dangerous strategy.

Despite public statements by Boeing, the FAA, and the NTSB, there is evidence that production problems at the 737 Factory did in fact play direct roles in both the Lion Air and Ethiopian Airlines crashes. There is also evidence that in addition to the 737 MAX airplanes, there were 737 NG and P-8 airplanes built at the same location during the same timeframe that could have similar defects. Importantly, the fixes put in place by the FAA during the recertification process do not address these defects. This is the first matter I would like to discuss with you, specifically the safety of 737 MAX, 737 NG and P-8 military airplanes.

The second matter involves improving the FAA’s oversight of Boeing’s production operations. By downplaying safety incidents and production quality defects, the FAA is in effect undermining their primary mission. If we accept flight safety incidents and production quality defects as routine when these airplanes are brand new, what will we accept when they are 5, 10, 20 years old? What is the message we are sending to the airlines? How much effort is being put into investigating these incidents and defects to ensure they are corrected? I believe Secretary Buttigieg has a tremendous opportunity and obligation to strengthen the FAA’s oversight, and in doing so, dramatically improve aviation safety. I have sent a separate request to the Secretary for an in-person meeting. I would like to meet with you first if possible.

I hope you will seriously consider my request. Below is my contact information. Our transportation safety standards need to be much higher in the 21st century.

Sincerely,



Ed Pierson

