



**Tim Keating**  
Executive Vice President  
Government Operations

The Boeing Company  
929 Long Bridge Drive MC 7949-5929  
Arlington, VA 22202-4208

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April 19, 2018

Chairman William Shuster  
Ranking Member Peter DeFazio  
**Committee on Transportation and Infrastructure**  
U.S. House of Representatives  
2165 Rayburn House Office Building  
Washington, DC 20515

Dear Mr. Shuster and Mr. DeFazio,

The Boeing Company applauds Congressional work towards reauthorizing the Federal Aviation Administration, and urges both chambers to continue its momentum to ensure the agency is best aligned to meet the 21<sup>st</sup> Century challenges of global aerospace. To that end, Boeing strongly supports H.R. 4, the FAA Reauthorization Act of 2018. This legislation will ensure the Federal Aviation Authority (FAA) remains the gold standard for aviation – maximizing safety of flight while simultaneously enabling industry to efficiently design, build and deliver safe and compliant airplanes.

When it comes to remaining globally competitive, our customers are starting to take notice of the difference between the regulatory climate in Europe and around the world versus the U.S., and it is imperative the FAA and industry achieve a regulatory process that is efficient and timely, and continues to improve on our incredible safety record. Aerospace is unique in that a partnership between government regulators, manufacturers and operators has driven significant advances in safety that simultaneously benefit the growth of the American aerospace industry and protect the flying public. Yet far too often, we find a regulatory system that is cumbersome, open to interpretation, and focused on things that do little to advance the safety of flight. For example, we've seen a dozen different interpretations for certain requirements on 777 business class seat interiors, even though the rule in question hasn't changed since the early 1980s. This legislation will help prevent the delays and inconsistencies that have at times plagued the certification process.

To stay ahead of the competition, Boeing plans to bring several new products to market over the coming years, including variants of the 737 MAX, Tanker, 777X and NMA (New Midmarket Aircraft.) Delays in any of the new certifications required by the FAA would have significant impacts for Boeing, our workforce, our customers, and the flying public.

On a separate note, as this legislation moves forward through both the House and Senate we hope to work with the Committees to find a reasonable approach to the issue of mandating secondary barriers in aircraft. These barriers would be extremely expensive for manufacturers, airline operators, and ultimately consumers because of the costs associated with the certification requirements, engineering work, added weight to the aircraft and in some cases a complex



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redesign of aircraft interiors. A secondary barrier proposes a solution to a problem that has already been addressed and resources would be better directed at a risk-based approach and not at a vulnerability that no longer poses high risk. A rigid, one-size-fits-all mandate ignores the reality of a complex system and the need for a broad and multi-layered security approach.

H.R. 4 will help accelerate the FAA's transition to a risk-based, systems-level approach to safety of flight and certification. This legislation will keep the U.S. aerospace industry, which in 2016 alone supported nearly 2.5 million American jobs and contributed to the reduction in the U.S. trade deficit by a record \$90.3 billion, on the cutting-edge of safety and innovation. We urge the U.S. House of Representatives and the Congress to pass this legislation and ensure these critical and long overdue reforms are enacted.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Keating", written over a large, sweeping flourish that extends to the left.

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Executive Vice President,  
Government Operations,  
The Boeing Company