

**Question for written answer E-003454/2020
to the Commission**

Rule 138

Clare Daly (GUE/NGL)

Subject: The Federal Aviation Administration's preservation of Boeing's central role in certifying its own aircraft

The Federal Aviation Administration's (FAA's) response to the US Department of Transportation Advisory Committee's January 2020 report, which was published in May 2020, looks like 'more of the same': a determination to maintain its decades-long trend of carrying out less and less hands-on oversight and delegating more of that work to Boeing.

That report recommended that the FAA continue to delegate most of the detailed work of the certification process to Boeing. However, decades of massive safety deregulation and self-certification is what led to the 737 MAX crashes. Stories of Boeing engineers working to certify the 737 MAX on behalf of the FAA being pressured to limit safety analysis and testing, and of FAA engineers working on 737 MAX certification being under pressure to delegate more work to Boeing have been published.

1. What is the European Union Aviation Safety Agency's (EASA's) reaction to this response, given that the FAA is heavily lobbied by airlines/aircraft manufacturers and is becoming dependent on Boeing.
2. Will the EASA continue to rubber stamp new Boeing aircraft certifications and 737 MAX recertifications without conducting its own checks?