



Paris, January 22, 2021

The European Transport Committee has decided to hold a hearing with Mr. Patrick Ky on Monday, January 25, 2021 at 9:30 a.m. on the re-certification of the Boeing 737 Max (broadcast of this hearing www.europarl.europa.eu/committees/fr/tran/meetings/webstreaming).

As a reminder, EASA banned the Boeing 737 Max from flying in European airspace on March 12, 2019, following the crash of flight ET-302 two days earlier. The same aircraft had already been crashed on October 28, 2018. Occurring less than four months apart, the two crashes killed 346 people, including 50 European citizens.

These two crashes constitute **an unprecedented failure of aviation safety worldwide.**

We are a victims' association bringing together dozens of families bereaved by the crash of flight ET-302, it is first of and foremost as European citizens that we welcome the decision of the Transport Committee to hear Mr. Patrick Ky.

We want to believe in a Europe Union that together protects its citizens.

In our opinion, the **re-certification of the Boeing 737 Max by EASA is premature, inappropriate and even dangerous**, as we have demonstrated in a technical note written with the support of aeronautical engineers.

This technical note was sent to EASA in December 2020 as part of a public consultation organized by the agency (**attachments**).

Unfortunately, we have doubts about the seriousness and usefulness of this public consultation procedure, which is provided for by Community rules.

The EASA did not bother to answer the argumentation developed and our technical questions. Like everyone else, including apparently the members of the Transport Committee, we learned of the re-certification of the Boeing 737 Max next week through the press on January 19, 2021. Mr. Ky seems more concerned with communication than with having a contradictory exchange on the substance.

However, we simply want to understand the basis for EASA's decision and to demonstrate that this new permit to fly provides all the safety guarantees with certainty.



As European citizens, it seems important to us that the Transport Committee should be the guarantor of the re-certification decision that EASA may announce in the coming days, making sure that safety has taken precedence over any other consideration.

What is at stake is the safety of millions of passengers, and European citizens expect the forthcoming decision to fully reflect the **transparency, performance** and **independence** that must characterize the work of a specialized European agency.

In accordance with the practice in the European Parliament, we are going to address to the members of the Transport Committee a list of specific questions that we are asking ourselves. This list will be sent to you before Mr Ky's hearing.

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Attachments: letter to Mr. Ky and technical note.