

Dear Commerce Committee Members:

We lost our father, Joseph Kuria Waithaka, on March 10th in Boeing 737 MAX crash. Since the crash, heinous discoveries of how preventable the second crash was, are made month after month. With each discovery, the pain of the loss of our Dad deepens.

Boeing concealed vital from the FAA, while the FAA completely relinquished their responsibility to certify the Max adequately to Boeing. The equivalent of asking a child to write their own test and award themselves the mark they think they deserve, before rubber-stamping it. As a result of the flawed type certification process: System Safety Assessments were omitted on crucial systems like the MCAS and outdated technology was installed on to the Max. Boeing's excessive ambition lead to overexerting their workers and straining their suppliers. When Whistle-blowers came forward to report these issues, the fatal ET302 aircraft was still in production and no action was taken and 157 lives were lost.

Boeing and the FAA knew that MCAS was a catastrophic risk after the October 2018, Lion Air crash. The MAX should have been ground immediately after the first crash, and nothing was done. The crash that killed my Dad and 156 others would be the first of 15 crashes predicted by the Transport Aircraft Risk Assessment Methodology (TARAM) after the first crash. It's hard to call the second crash an accident when it was already forecasted, but profit margins were at risk and lives came second.

The FAA publicly made false promises to keep the ET302 families informed and to remain transparent. Instead, they continue to stonewall families, while maintaining and prioritising their cosy relationship with Boeing.

Administrator Steve Dickson has failed to identify, hold accountable, and discipline those who were responsible for the mismanagement of the Max certification. Our loved ones lost their lives, we lost them, and not a single individual has lost so much as a penny of their from their paycheques. Instead of the FAA cooperating to protect lives, they remain complicit in risking them to protect a corporation.

Bereaved families have appealed to Chairman Wickers and committee members to address the freedom Boeing has been given by the FAA, to profit at any cost without taking any responsibility.

Chairman Wicker introduced The Aviation Safety Improvement Act of 2020, which is just a protection ploy for Boeing. Does not require any correctional actions, but ratifies the same framework that resulted in my father's death. It's chilling that Chairman Wicker's Act implies that merely investigating issues is sufficient.

No other families should have to work through the ongoing trauma and tragedy we continue to deal with, due to failure in leadership. My Dad shouldn't have to be shattered into a thousand pieces in a field far from his family, because people who had the power to do something decide not to.

We appeal to the Commerce Committee to refuse to be complicit in more families lining graves with the blood of their loved ones, while corporations continue to line their pockets. To choose to protect the people they represent and to honour the memories of the 346 lives lost. It was only by divine intervention that the first plane crashed into the ocean and the second into a field. What if the third is over Time Square, London bridge or Capitol Hill? Will it take the loss of a thousand or thousands of lives before real action is taken to protect the public?

The Commerce Committee has the opportunity to pioneer real change in Aviation Safety. The ET302 families are counting on you to take the action required to ensure that the history doesn't repeat itself.

Thank you. Best regards.

Zipporah Kuria - Daughter of Joseph Kuria Waithaka