IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF TEXAS
FORT WORTH DIVISION

UNITED STATES OF AMERICA, ) CASE NO. 4:21-cr-00005-O-1
Government, ) FORT WORTH, TEXAS
)
VS. ) JANUARY 26, 2023
the boting company,
THE BOEING COMPANY, )
Defendant. ) 9:00 A.M.

VOLUME 1 of 1
TRANSCRIPT OF ARRAIGNMENT
BEFORE THE HONORABLE REED C. O'CONNOR UNITED STATES DISTRICT COURT JUDGE

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United States District Court
$P R O C E E D I N G S$

JANUARY 26, 2023

OOO

THE COURT SECURITY OFFICER: All rise.

THE COURT: Please be seated. This is Case

No. 4:21-cr-5, United States v. Boeing.

Counsel for the government is here.

Counsel for the movants are here.
We have counsel for Boeing here.

Mike Delaney?

MR. DELANEY: Yes, sir.

THE COURT: Okay. Would you and your counsel
please stand?

Has Boeing received a copy of the felony
information alleged against it in this case?

MR. DELANEY: Yes, sir.

THE COURT: All right. And are you authorized to act for Boeing here today?

MR. DELANEY: Yes, sir.

THE COURT: Do you want me to have this
information read aloud here this morning?

MR. DELANEY: No, sir.

MR. HATCH: No, sir.

THE COURT: All right. Then to this information, how does Boeing plead?

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MR. FILIP: Your Honor, if I may speak very briefly before Mr. Delaney enters a plea, if that's okay?

THE COURT: On what issue?

MR. FILIP: I just want to make clear, please, sir, that, as the Court knows, Boeing has entered into a Deferred Prosecution Agreement in this case. We want to make very clear to the court and to the government that Boeing intends to abide by the representations and commitments that are in that agreement that it's been abiding by for two years' time.

THE COURT: Very good.

MR. FILIP: And will continue to do so.

THE COURT: Very good.

MR. DELANEY: Not guilty, sir.

THE COURT: Not guilty? Okay.

And what does the government say to that?

MS. LARYEA: Good morning, your Honor. Lorinda Laryea for the United States. As Boeing counsel said, the government has agreed to deferred prosecution in this case.

And so, under the Deferred Prosecution Agreement, the government does not believe it requires Boeing to plead guilty in this case.

THE COURT: All right. Very good.
You all may be seated.
I will enter a not guilty plea on behalf of

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Boeing.

And I will forward it to you, Mr. Cassell.

MR. CASSELL: Yes. Your Honor, I would like to introduce, with the Court's permission, counsel, and then the families who will be speaking this morning for your Honor's benefit, Paul Cassell for the family representatives, along with Tracy Brammeier, Bob Clifford, Erin Applebaum, Chase Hilton, our local counsel.

Seated in the courtroom we anticipate that there will be 12 of the crash victims who will have representatives speaking here this morning. And then I'm hoping $I$ can follow up by briefly making some points on -legal points on conditions of release.

We have here today Naoise Connolly Ryan who is the representative of Mick Ryan. And then we have Catherine Berthet, who is a representative of Camille Geoffroy.

Geoffroy, I believe it is. Zipporah Kuria who is a representative of Joseph Kuria Waithaka.

Nadia Milleron and Michael Stumo who are
representatives of Samya Rose Stumo. Chris Moore who is a representative of Danielle Moore.

Paul Njoroge who is a representative of Caroline

Karanja, Ryan Njoroge, Kellie Pauls, and Rubi Pauls.

Paul Kiernan who is a representative of Joanna

Toole. Naheed Noormohamed who is a representative of Ameen

Noormohamed.

We have Ike and Susan Riffel who are
representatives of Bennett Riffel and Melvin Riffel. And then, Brittney Riffel is here also. She's a representative of Melvin Riffel, and Emma Riffel is here as well. She was born two months after the crashes.

And then following that presentation, I would like
a brief opportunity to address conditions of release.

THE COURT: Okay.

MR. CASSELL: Without any further delay, I tried to emphasize how many matters the Court has on the court, they will be brief.

I would like to introduce Naoise Connolly Ryan.

THE COURT: Okay. Please come up. Ma'am, would
you raise your hand to be sworn, please?
(The oath was administered.)

MS. RYAN: I do.

THE COURTROOM DEPUTY: Thank you, ma'am.

MS. RYAN: Thank you.

Your Honor, thank you very much for today.

THE COURT: Yes.

MS. RYAN: I'm just going to read my impact
statement, if that's okay?

THE COURT: Yes. Uh-huh.

MS. RYAN: My name is Naoise Connolly Ryan. My

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husband, Mick Ryan, was killed in the Ethiopian plane crash ET302. I have traveled here today from Ireland with my two young children in the hope of justice.

The 10th of March 2019 is a day I will never forget. It changed our lives forever. Although we had been married 12 years as a family, in a way, life was only beginning.

We had our beautiful three-year-old daughter and our newborn son, and we couldn't have been happier. Mick was our joy. He had a big heart and a big smile. His sense of humor and his passion for people and for life broke down many barriers as he traveled across the globe working for the United Nations World Food Programme as the Global Deputy Chief Engineer of the United Nations World Food Programme, Mick was based in headquarters in Rome. Like most humanitarians, however, his work took him to many dangerous and risky places. He worked in countries with Ebola, civil unrest, war, and terrorism.

He witnessed unimaginable atrocities. He loved his work, and his passion was to make the world a better place.

Mick lived his life with passion. To him, people were what matters and being an engineer working for the World Food Programme enabled him to help the most vulnerable people in the world. He was a first responder when it came
to global emergencies. He believed engineering lay at the heart of the WFP motto, to change lives and save lives.

If you provide people with the infrastructure and a safe place to work, to play and to live, you can build an environment and a society that is better equipped to support itself. You can give people hope. This was his vision.

But four years ago all our dreams ended. Mick was traveling with the United Nations from Addis Ababa to Nairobi. He put himself forward to attend a workshop in Nairobi to help expand the $W F P$ engineering program across all of Africa.

I was in Ireland at the time with our two young children preparing to travel back to Rome. When he landed in Addis, he tried to call me, but it was in the middle of the night in Ireland. In the end, he just sent me a simple message to say he had landed in Addis and that he was on his way to Nairobi, and he signed it off with a kiss.

There was nothing to fear. This was not a
dangerous mission. I woke early the next morning and saw his message. I replied with, "Good morning, daddy," with a picture of the kids in bed, smiling up at the camera. I knew it would make him so happy to see them. Message sent, but it never delivered.

Since losing Mick, I have experienced unimaginable
trauma and suffering. The life we once knew, the joy, the

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laughter has all been obliterated from our lives. I'm stuck
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in a never-ending time loop that brings me right back to the
10th of March time and time again.

The nightmares of planes falling from the sky, visions of what Mick must have experienced, the absolute terror, how he must have felt, the thoughts that must have gone through his head in those final moments.

For the first year after the crash, I didn't sleep. It was easier not to sleep. Sleep brought no comfort, just more nightmares. But $I$ had a young baby and a young child that needed me. I needed to find the strength to look after our children.

So I started to hope. Hope that justice would prevail and that those that were culpable, the CEOs of Boeing, Muilenburg, and Calhoun in particular, that they would be held to account.

My children are growing up fast. The past four years of their young lives have been traumatic and impossibly sad.

They suffer from anxiety that they will lose their mother too. My son calls me continuously when we are at home to try and reassure himself that $I$ am still there.

My daughter has cried out for her daddy in the middle of the night. She remembers him, but the memories are fading and she gets anxious about forgetting him.

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She has one very large and dark memory however and that is how she lost him. We have since moved back from Rome, back to Ireland in the hope of rebuilding our lives.

I had to change my daughter to a smaller school because she felt too overwhelmed because all the other kids had a daddy. She suffers from anxiety and depression. She also fears that she will lose me too.

This is my second trip to the U.S. in two months and each time I've had to take my children with me. They are scared to fly but they are more afraid to be left behind with the thought that they might never see me again.

But I had to make this journey so that I could be here today to be heard and make a plea to the court. The secret sweetheart deal that was hatched between Boeing and the Department of Justice is not justice.

I refuse to accept the DPA compensation money for this reason. I do not want their blood money. I want the truth, real justice, and accountability. I believe Muilenburg and Calhoun should face a public trial and be prosecuted for manslaughter.

These days, when $I$ think of Mick's last day in the world, I try not to think about his last moments on the plane. Instead, I try to think of him on mission in the field, doing what he loved doing best, but knowing his thoughts were always with us.

A colleague of his whom he had worked with in the field reached out to me after the crash. He wrote the following: "A couple of weeks before the crash, Mick was in Cox's Bazar in Bangladesh and we again made and planned more things for the year with the agreement that we would keep pushing for a bigger impact on refugees, no matter what.
"We parted our ways at the ISCG compound with me saying, if you like it here so much, you should just stay. We need you and you are always in the field already. Rome is boring." I laughed.

And he replied, "I have family in Rome waiting. I go back for them."
"I was so happy for him because there was so much life, joy, and happiness in those words. We parted and that hand in the air and smile as he walked away is the image I retain of him."

I want justice for Mick and for all 346 people that were killed by Boeing on those flights. Thank you. Thank you, your Honor.

MR. CASSELL: Catherine Berthet.

THE COURT: Please raise your hand and be sworn.
THE COURTROOM DEPUTY: Ma'am, could you raise your
right hand to be sworn, please?
(The oath was administered.)
MS. BERTHET: Yes.

THE COURTROOM DEPUTY: Thank you, ma'am.
MS. BERTHET: Thank you.
May it please the Court. Your Honor, this young woman's name is Camille. She was 28 years old when she lost her life in the crash of Flight ET302 in Ethiopia. She is my daughter.

She had been working in the humanitarian field for several years, living in huge refugee camps. Always at the same rhythm: Four months in Africa, and then 10 days of vacation in France, at home.

Her last mission, which had just ended, was in South Sudan, in the field which she loved, logistics officer and area coordinator in a refugee camp. She managed budgets of several millions dollars and managed nearly 100 staff, South Sudanese, the expatriates of the mission being, for the most part, assigned in the capital Juba.

How could I describe Camille? She was a
hurricane, had always been. She was exuberant, passionate, committed, brilliant, and never giving up. She never gave up.

To her friends, she regularly sent common mails, which she entitled, "African Chronicles," in which she told about her daily life. Everything was joyful and a source of her amusement, even the poor food, the monsoon, and even the discouragement which obviously pointed sometimes.

Her friends have put together these chronicles in the form of a book, there were nearly a hundred of them. The first memorial mass 15 days after the crash, coming from all over the world. There were still nearly 50 of them to attend her funeral six months later, 400 kilometers from my home.

I had never seen the pain and tears in
30 -years-old people. I saw their distress, their grief, their suffering. I saw their reddened eyes, heard the sobs they tried to suppress so as to not to add to my pain. I read their poignant messages.

Today, they are my friends. They call me Catherine or Mummy Camille. They keep supporting me by reminding me, please, do act like Camille would. Don't give up. Never give up.

Zack was a financial manager of the South Sudanese mission in Juba. It was love at first sight. They had the chance to experience a true love, immediately strong and deep.

Certain that their love was eternal, they had so many projects, going to Norway to observe the Northern Lights, cycling to Santiago de Compostela, and so many others.

They were going to live together in Kenya. They wanted to get married, and they wanted children. I know
this because Camille mentioned the maternity leave clause in her employment contract and because Zack mentioned the triplets they were dreaming of at the first mass. They had even found names for them.

It is to Zack that Camille sent her last message from Addis Ababa, "I am boarding. I love you, kiss." I cannot speak about Zack's suffering, it belongs to him, but I know that he continues this path of faith on which they had based a great part of their relationship, he Protestant, she Catholic.

Actually, I was supposed to have dinner with him last evening, but $I$ had to cancel to go to Texas.

Camille was also an incredible sister. Knowing that $I$ was coming to testify today, my son Cesar insisted that $I$ present this picture. Camille was 12 years old when Cesar was born. He never called her and still does not call her anything but "Sweet Sister."

These two loved each other in a way that $I$ have never seen siblings love each other, in a fusion way. She always wanted to do everything with him, show him everything, explain everything, play, make him laugh, make him discover the world, take him on weekends, but also educate him, be severe sometimes, watch over him, care about him.

Two years before the crash, Camille had decided to
get a tattoo. She asked her tattoo artist to invent a pattern representing a three C's interlace for Camille, Cesar, and Catherine.

I know because she told me, because, of course, I saw it, that huge tattoo on her hip, but also because her tattoo artist told me that when two years ago I went to meet her to ask her for the same tattoo as my daughter's.

The first thing Cesar did on March 10th, 2019, was upload all of his sister's photos to her social media accounts. So he immediately took refuge in his room on that big bed. This room and this bed have been their common domain since Camille was working abroad.

He occupied it when she was away for several
months. He left it to her and went to sleep in the guest room when she returned for a few days. There was never any question of him going to sleep elsewhere. This room soothes him.

He made a small altar on their common dresser, which he enriched little by little with objects belonging to his sister, with photos, which he goes to look for in her belongings which I, myself, do not want to touch. At the foot of his bed, a huge frame with numerous photos of his sister, which he can see when he's lying down.

Since the crash, Cesar is not only my son, he's also the one who protects me, who watches over me, who is
constantly worried about me.

So and what about me? Please, let me invite you to figure out that you are me for the last -- for these past almost four years. You are unhappy, 50-years-old woman, about to graduate from your psychology degree, and within two years, you will be a psychologist. Your children are happy too.

You have a lover. You've only been together for five months, but you've known each other for a few years, and the love has suddenly become obvious. You don't live together, but he has become part of your life, and your children like him. He just spent the weekend with you.

On Saturday evening, March 9th, it is a ritual, you accompany Camille to the airport, just the both of you. It's one of those moments you cherish together. During the trip she laughs at you. "Now, Mummy, you'll stop writing me every time I have to take a plane. No more dangerous flights. Now I take only serious commercial flights. Be reassured."

She tells you that, as usual, she will write you to say that she has arrived, but not before mid-afternoon when she will be on site. She won't write at each transfer. She has two transfers.

On Sunday morning your partner gets up early. As usual, you sleep in until noon. When you wake up, your
phone is full of messages asking you to call back urgently. Today you don't remember much about that day.

Just a picture on a computer screen and a few words: Ethiopia crash. No survivors. You don't remember either much of the following days, weeks, and months, just flashes, moments.

Some things have changed in your life permanently and very quickly, others little by little. You feel you have nothing more to say, nothing more to talk about, because it was your daughter you were talking to on a daily basis, an uninterrupted dialogue for 28 years.

Wherever she was in the world, she would bombard you with WhatsApp messages all day long and you would do the same. The contents of her meal, her driver who had come up with a nickname for her, her worries about you, requests for recipes, gossips read on social networks, news of friends, family, the little hurts of everyday life, with lots of selfies of all the places on her body where an unknown insect must have bitten her, reflections on your personal loves, everything. The deafening silence overwhelms you. And then it started. You could no longer take a shower. It was impossible to undress and stand in this large space in your bathroom. Since then, you have been taking baths. The water surrounds you. You do not feel assaulted.

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Of course, you have to take a shower occasionally, if the cabin is very narrow. This morning, for example. You have had panic attacks, in cabs, in public transport. You are afraid in train stations. You watch everywhere because you are afraid of attacks. Needless to say flying has become a nightmare.

Spending vacations or going to places that had been special places with your daughter is no longer possible. It took you one year to go back to the mall and now you go with a list right into your store. You usually do your shopping on the Internet.

You won't never finish Gray's Anatomy that you used to comment on every episode together. You will never watch Love Actually that she kept advising you to watch.

You can't listen to Celine Dion anymore,
remembering how you loved singing out loud together. You can't stand to see any other pictures of her other than the ones that are already all over the house. The new pictures that her friends and relatives send you thinking that they would please you are totally unbearable.

You spend days and days prostrate, without saying or doing anything, in your sofa. But you still need to keep your mind busy, so you compulsively do crossword puzzles, it keeps you focused. Thus, today you have a crossword book with you, just in case. Because you plan everything, no
room for the unexpected from now on.

Shortly after the crash you learn that your sister
is suffering from cancer, but she doesn't dare share her suffering with you for fear of being indecent compared to the loss you are experiencing and your 20 kilos loss.

Your mother has a heart attack. Your father is diagnosed with cancer and collapses psychologically after the crash.

And there is fog, loss of meaning, isolation, helplessness, anger and fear. For the first two months you don't open a newspaper or watch television. Nobody dares to talk to you about the crash in front of you of what happened. You don't want to know anything.

It is three months later in June that the father of your son, your ex-husband, speaks to you, and that for the first time you hear and begin to understand. Three months later. The plane grounded, a crash four months before, same plane, same cause.

It was not a normal accident, not a coincidence. He himself has discussed it a lot with friends who are aeronautical engineers. Boeing is responsible, it is obvious.

You are French, where the culture of criminal prosecution is very strong. The newspapers talk more about trials and criminal cases than about civil cases, which
rarely make the headlines.

For you, logically, the two went hand in hand and, from the beginning, like all the victims' families, you have only one obsession: That justice be done and that those responsible go to prison.

Your ex-husband tells you that, if there is one country where judges are not afraid to put people in jail, no matter how influential they are, it is the United States.

And it's true. We are in the middle of the MeToo era and Weinstein was arrested and charged the year before. So, in your mind, for the death of 346 people, there is absolutely no doubt that Boeing executives will spend a few years in jail.

It doesn't bother you that the process may take years. In France, air crash investigations usually last ten to 15 years. You have the time.

So the fog is gradually disappearing and you start to investigate with anger rising, because you discover at the same time as the whole world the turpitudes of Boeing, the lies, a plane which, from the beginning, was based on a flawed design, but moreover had a hidden software which was activated on indication of one single sensor.

You discover that all this was known from the first days following the crash in Indonesia, not only by Boeing, of course, but also by everyone else. And it took a
second crash to ground it?

It sounds incomprehensible to you. For you, the equation is simple, and you want to leave it at that. The simple facts justify a trial and firm prison sentences for those responsible for the crash.

But after a year, you understand during the COVID crisis that it's not going to be that simple. There is already talk of ungrounding the MAX. You have no news of a possible investigation. So you start asking around. And off you go.

You had never planned to understand the
functioning even of an airplane or the regulatory institutions. You read articles and technical reports, the JT610 reports, the ET302 interim report, you subscribe to newsletters and set up alerts on social networks, interview specialists. Understanding an airplane is not easy. The acronyms are out there and everything is in English.

And you learn about the signing of the DPA through a Twitter alert. So did just about every family of the victims. Devastation. Incomprehension. This would never have been possible in France.

You know this all the better today because you have been in court every day this fall for the trial against Air France and Airbus for manslaughter in the Rio Paris plane crash. The decision has not yet been rendered.

And so, after the technical reports, you start reading university textbooks on American criminal law --

THE COURT: Excuse me. How much more do you have?

MS. BERTHET: Sorry?

THE COURT: How much more do you have?
MS. BERTHET: That (indicating).

THE COURT: Okay. I will give you one more
minute. So wrap it up.
MS. BERTHET: Okay. Thank you.

And so, after the technical reports, you start reading university textbooks on American criminal law to understand what might have happened and how to change it all. It can't end there, can it?

You are fortunate enough to get to know Professor Cassell and you read every one of his motions. You delve into the case law that he refers to in his motions.

You are also fighting because you know and have every evidence that the 737 MAX is still unsafe. You read the flight incident statistics reports. You are fighting so that Congress does not validate the certification without a modern crew alerting system.

God blessed you in this ordeal to have met
extraordinary people, families who are patient with your questions, your poor English, and educate you.

In short, you have a full-time job. Your anger is

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your driving force. Your son, your most fervent support. Please go all the way. "Mum, Sweet Sister would never have let go if one of us had been on that plane."

You realize you have become insensitive to the pain of others, except for your family or the families of the victims.

Besides, you can only talk to them about this. No one in your family, your friends, or even the French journalists understand anything about all of these procedures.

The concept of spending one year and two hearings in Texas to have the dead people in the plane recognized as victims, and even then, only victims of lies. Nobody understands it, but everyone supports you unconditionally. They support you. We don't understand, but we know that what you are doing is right.

You have not cried much since the crash. At the funeral home, in the privacy of your daughter's casket, you don't even know how many pieces are in it. Suddenly, during your mother-in-law's funeral, when you felt nothing at all, you had to leave the church because there was wailing, screaming. You didn't know where it was coming from, and you couldn't stop it. Your son came to comfort you.

You laugh, yes, but you are cold. You only feel
emotional closeness with other victims' families, even

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though you don't know each other.
You left your partner more than a year ago because his love became unbearable for you. You have nothing to give. Your heart belongs to Camille and Cesar and there is no room for anyone else.

Your psychologist mentions PTSD and you were supposed to start EMDR tomorrow, but everything can wait. You have your whole life.

Of course, Camille did not leave you a will. She left you more, what you call her little parcels. The belongings found at the crash site that could be identified. You only opened them in September of 2021. You were not ready before.

THE COURT: Okay.
MS. BERTHET: No. Just let me end --
THE COURT: No. That's okay.
MS. BERTHET: Please, your Honor.
THE COURT: Thank you.
Mr. Cassell, let's have --
MS. BERTHET: I would just --
THE COURT: No, I've heard you. Thank you, ma'am.
MS. BERTHET: Just one sentence. Please --
please, your Honor.
THE COURT: Please, ma'am, step on back.
Mr. Cassell, call the next witness.

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MR. CASSELL: Your Honor, I take it the entirety of her statement could be entered into the record in writing?

THE COURT: Yes.
MR. CASSELL: Yes. Thank you, your Honor.
Naheed --
MS. BERTHET: Thank you. Thank you, your Honor.
THE COURT: Yes. Uh-huh.
THE COURT REPORTER: Mr. Cassell, will you say his
last name again, please?
MR. CASSELL: Yes. Naheed Noormohamed. It's on
our list.

THE COURT REPORTER: Thank you.
THE COURT: Please raise your hand and be sworn.
(The oath was administered.)
MR. NOORMOHAMED: I do.
THE COURTROOM DEPUTY: Thank you, sir.
THE COURT: Okay. Just a few minutes.
MR. NOORMOHAMED: Sure.
My name is Naheed Noormohamed. I'm here to
represent my father, Ameen Noormohamed. If you will permit me, I just want to read off this.

So on March 10, 2019, the world was changed
forever for our family when my father, compassionate brother
and uncle, a loyal friend, a loving husband, and a devoted
father, and a new grandfather tragically lost his life in the ET302 plane crash.

He left behind his two children, a granddaughter, and the biggest victim of his passing, his wife, all of whom loved and cherished him deeply and felt the devastation of his loss immensely.

At 78 years old, and after being together for almost 50 years, the loss of my father has left a gaping hole in my mother's life. She has lost a big piece of her identity and is no longer the same person she was before the crash. We do not know our mother without our father, but even more than that is because she no longer knows herself.

Even today, almost four years later, it feels like the crash happened only yesterday. The emotional toll on her has been immense and it is heartbreaking to see her struggling to come to terms with the loss of her lifelong partner.

And the constant legal battles and lack of accountability from those responsible only serve to prolong our pain and suffering. My father was more than just a father, husband, and grandfather, he was a legend.

He was truly a wise man who lived his life with purpose, always striving to help others and make a positive impact on the world. He had high morals, was recognized as a contributing member of society. He was kind and generous
of both time and resources.
He was devoted to his family and exposed us to a
world which allowed us to be the global citizens that we are
today. He guided us in striving to become the best version
of ourselves every time and to keep the flame of our inner
child alive.

He was a hard worker, known for his compassion and kindness towards everyone he came across. He was also an advocate for education and not just for his own children but for others as well.

He was respected and admired by many and his loss has left a hole in the hearts of all who knew him. Above all, my father was a man of unwavering moral values. He lived his life guided by a strong sense of right and wrong and always sought to do what was right, just, and fair.

He emphasized the importance of taking responsibility for our actions and taught us to always consider the consequences of our choices. He instilled in us a deep sense of empathy and compassion and encouraged us to help others whenever we could.

The most heartbreaking part of this tragedy is the fact that we have had to fight for justice from the very people we rely on to protect us, the Department of Justice, who we hear about across every border as being the most just and having the highest standards, has failed us by allowing

Boeing to get away with murder.

This is not just a failure of justice. It's a failure of humanity. We are here today not to just seek justice for my father and other victims, but to ensure that their deaths were not in vain.

We are here to make sure that the people responsible are held accountable and the families of the victims can finally have some peace. We are here to make sure that our fathers, brothers, sisters, husbands, wives and everyone else that didn't need to die's legacy will not be forgotten.

We are here to make sure that history will remember the victims of the crashes. Sorry. We are here to remember the history, remember the victims of the crashes as not just victims of a tragic event, but victims of greed and the lack of best practice.

We ask you, your Honor, to do the right and just thing, to hold those responsible accountable, and to give the families of the victims the peace they deserve.

We ask you to make sure that the legacy of all the victims will not be forgotten. We ask you to make sure that our quest for justice was not in vain. Thank you.

THE COURT: Thank you.

MR. CASSELL: Zipporah Kuria.

THE COURT: Ma'am, would you raise your hand to be

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sworn, please?
(The oath was administered.)

MS. KURIA: I do.

THE COURTROOM DEPUTY: Thank you.

MS. KURIA: Hello, your Honor. My name is
Zipporah Kuria, and I've come from London. I'm here to briefly speak about my dad, Joseph Kuria Waithaka.

My father raised us in living a life that you don't have to speak about who you are, but the fruits of your heart will be experienced by the people that you are.

So I'm just going to read something very short, a line or two, a friend of mine wrote. And he said, "Joseph treated me like one of his sons. Handed me the keys to his household after my mum died and my family moved away. I was a groomsman at both of his sons' weddings, and his daughter is undoubtedly one of the biggest inspirations in my life. I have a lot to thank Mr. Kuria for."

Not a lot of parents would take in a child's friend after the passing of a parent to make sure that life isn't disturbed too much, but my dad's kindness went beyond most.

One of my favorite memories of my father is the first family holiday that $I$ remember. My mum and my brothers tried everything to get me into the water, but I was too afraid. Dad jumped in the water and pretended that

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he was drowning. He said nobody but his little girl could save him.

The truth of the matter is he made me believe that the strength of my six-year-old tiny body could carry him out of the ocean. And that goes to show the power that he had as a father, as a friend, as an uncle, and as a person who endeavored to see those who were overlooked in society, from the homeless man in the city center to any perfect stranger in the room, he captured the humanity of everyone he encountered. He could tell you their story, their dreams, and their struggle as much as time had afforded him to glean.

Life is full of speakers and people that want to be seen, but in the quest for this life -- my father's biggest quest in this life, sorry, was to see those around him and to listen where he could.

To me, Joseph Waithaka Kuria was more than just a father, he was the referee in my corner, the coach in my ear, and the confidant in my heart. We know our parents are meant to journey our whole lives -- sorry. Let me just take a breath.

We know our parents are not meant to journey our whole lives with us, but dad was wrenched from us too soon. My sisters were barely three and eight. They don't get to see him at school recitals or graduations. He doesn't get

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to walk me or them down the aisle. Life has become bittersweet.
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Everything that should bring joy in our lives is tainted with sadness and grief. From Christmases to New Year's celebrations because of the dad-shaped hole in our lives. He is not on the phone to tell him that you got the job or that you passed the exam or just to say $I$ love you. And that's the last thing that he said to me. "I love you" over and over.

Parents are the pillars on which our lives are built, but now my family lives a fractured life. I asked my sisters now, you know, just a little over seven and 11, and I asked them, what would be the perfect gift? One of them said for daddy to come back and the other one said for planes to have never been made.

To quote the last four years of our life as traumatic would be an understatement. They say that you start grieving when we bury our loved ones. Three funerals for one man, but we still didn't bury all of him.

My dad died in March 2019 we had a funeral with no coffin. In October 2019, I walked into a makeshift chapel in Ethiopia in a cargo bay to find a man that $I$ had last seen happy, healthy, and whole, but the next thing I saw was a coffin with his name on it.

The coffin was then opened to us for me to see
seven full-sized parcels of what was supposed to be the man that had raised me. I couldn't for the life of me figure out where the hands that carried me countless times, the shoulders I rested on my whole life, and the face that has always been the semblance of safety and hope was.

30 percent of my dad and an index card indicating and outlining what the seven fist-sized parcels were supposed to be of the man that raised me.

The hardest thing about it all was walking out of that room and seeing countless faces who were about to encounter the same fate.

I remember sitting on a plane knowing that my dad and 32 other incredible souls were in the boot of a plane journeying -- completing a journey that had started six months prior.

Watching husbands, mothers, and fathers search for their wives and children in the seas of coffins at an airport like they were collecting luggage. Often I wish that I had lost my dad in his sleep or maybe he had been taken by illness, because missing him would come without the cost of the torment of night terrors of him falling out of the sky, screaming my name and me not being able to do anything about it, or wondering whether the body bags that I was seeing on Sky News and CNN, which one of those would then carry the body of my father?

The lives that were lost and destroyed were not just the 157 lives on that plane or the 346 lives in total. It was the tens, hundreds or thousands of lives attached to each and every individual. I lost my dad shortly after I turned 23. I stand here now shortly just after turning 27, and $I$ can tell you that $I$ don't know what the last three years or four years of my life have brought.

My friends are growing up. They're getting
married. They're building careers, buying houses and even having children, but $I$ have nothing to show but heartbreak and sadness and grief from the last four years of my life. It has been an unending loop. It has been an unending loop.

I have missed going out to clubs or doing whatever
it is that 23 to 27 -years-olds do. I've been catching flights and planes, coming to America, going to Ethiopia, going to Europe, trying to be seen, to be heard, but not even a single letter of condolence has come from Boeing. Nothing but news statements to remain relevant in the media and to look like they're doing the right thing.

And the saddest thing of all of this is finding out that the awakening hellish nightmare that has become our lives wasn't an honest mistake. It wasn't genuine negligence. It wasn't an oversight, but it was a combination of calculated risks, decisions made again and again by suits in a board room that decided that human life,

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my dad's life, and the lives of those left behind was
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collateral -- was enough to be collateral damage and was
inevitably expendable.

That they decided it was okay for them to continue to line their pockets with wealth while we continue to line graves with our loved ones. There is no remorse in this for Boeing, but how can there be when they've gotten away without being held accountable at each and every turn in the last four years?

Like a child without restraint who knows that their parents' purse strings extend further than any consequence or further than justice could ever prevail, 346 lives and countless others have been destroyed.

Muilenburg, the CEO at the time of Boeing was born the same year as my dad. He walked away with $\$ 80$ million, and my dad paid for it with his life.

It's bewildering and disconcerting that we're here to hear a case about fraud and deceit and lies, but not a word about the 446 [sic] lives that were lost. It's not a manslaughter or murder case; 346 lives gone, and countless others destroyed.

The consequence of that is a fine and an immunity deal for those responsible. How can we believe in justice if this has been categorized as sufficient justice for us?

How do we continue believing in humanity if human
life can slip away from us, but the ability to have the capital to pay for the responsibility is left unchecked.

I was on a plane, the first six minutes of every journey, $I$ sit and $I$ wonder and $I$ think and $I$ conjure in my mind what my father, the nine-month-old child that was on that plane, the mothers that had to hold their children and try and convince them everything was okay, I sit there and I contemplate it, and $I$ see it every six minutes of every flight.

And it's interesting that when you see these things happen and you see the tweets and people say, "Condolences and prayers," we think that we are untouchable.

In October, when the first plane went down, I tweeted condolences for the loved ones of those who had perished in the crash of Lion Air.

Five months later, $I$ was the one on the other end of those tweets and prayers and the public being outraged and saddened by our loss, and it could be anyone because those planes are still unsafe.

But $I$ won't take too much more time. Nothing can bring our loved ones back and no penalty feels sufficient for the needless loss of this life and the trauma it has left, but history only continues to repeat itself when we fail to learn from it.

I hope that this is a moment, a turning point for
us to learn from history despite the fact that Boeing have continued to fail to do so at each point that they've been presented, and to ask for them to be held accountable, the DPA, a sweetheart deal, a fine, and immunity for the lives of 346 people. I ask, if that's where we leave it, how do we continue to believe in justice?

Thank you for your time.
MR. CASSELL: Ike and Susan Riffel.
THE COURT: Would you raise your hand to be sworn, please?
(The oath was administered to both Mr. and Mrs.
Riffel.)
MS. RIFFEL: I do.
MR. RIFFEL: I do.
THE COURTROOM DEPUTY: Thank you both.
MS. RIFFEL: Thank you, Judge O'Connor, for
listening to us today. My husband and I, I am Susan Riffel, and we lost our only two children when the flight went down, ET302.

Our sons were extremely independent. They were traveling together prior to our older son having his first child. So he had gone on a trip with his wife, and then extended the trip with his brother to "see the world."

The last time $I$ spoke with them, they were on $a$ rooftop in Jerusalem, looking out and just saying hello.

And then, the last email I got was they were leaving Thailand and they were excited about just the rest of their trip and coming home and telling us all about it and sharing their stories. So that's my last verbal and written from our sons.

They were very independent. They were both successful in their chosen careers and had bright futures. They loved many things, many activities. Bennett especially loved the reading. Melvin was very active. So they lived a good life. They had many friends.

They loved to debate each other, their dad. I sort of stayed out of that, but they were -- we were a close family and we were blessed. They cherished family at all levels, grandparents, cousins; family was very important to them.

I would say they were very typical young men as far as Americans go. A lot of people after the crash said, oh, were they going over to do humanitarian? Um, no, they were going to play. So they were kind of typical in that respect.

When asked what impact this has had on my life, on our life, I can cry at any moment, for any reason. I could see someone walking down the street and say, oh, that looks like Melvin or, oh, that could have been Bennett.

I turned around once in my car on my way to work
after about a year, because there was a van coming the other way. I thought, it didn't happen. Bennett is in that van. He's coming to the house. I'd better get back there.

So life changed drastically. I wake up in the night and $I$ can be thinking about the boys and start to cry. That's just probably life as $I$ know it.

I have a hard time making commitments now as far as with friends, and, oh, do you want to go do this or go do that? Yeah, I guess so, but maybe I won't be here. I don't say that, but that's how I feel. Like making a commitment like that, that was easy before, let's go, let's get together, that part has really changed.

Now that we're retired, we just recently retired, and our retirement looks very different than what we thought it was going to be. We thought we were going to be sharing that retirement with our boys, with our family.

We like to travel together with them. We like to plan trips and just simply sharing life. And what's gone now as far as retirement goes are all those family-isms. Like things that just your family knows, like the four of us, things growing up with them, things that you will refer to, or remember that or remember this, or just little sayings the four of us would really get. All of that is just totally gone and it feels empty and cold. So that's just part of our life.

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Now, I see our granddaughter is being raised by our amazing daughter-in-law, but she's raising her alone because she delivered our granddaughter in May. Of course, our granddaughter's father left this planet in March. So she's never going to know her daddy. She's never going to know her uncle, that side of her family, other than what grandpa and granny can share.

I remember with Ike, when Emma was first born, he had a hard time for the longest time to even hold her, because he would cry, and say, it wasn't right that he's holding her. His son should be holding his daughter. And that was a tough thing for me to witness and for him obviously to feel.

I remember Brittney when she decided it was time to move into another home and not stay in the home that she had shared with Melvin. She sat there in her home one morning and just said, I should be excited. You know, I'm moving into this new home. We're starting a new chapter. And she goes, and I'm not because I'm not sharing it with her husband, with Emma's dad.

Nothing is really the same anymore. It's the things that used to matter, just kind of don't, even though I want them to. I feel like we kind of walk through the motions of life and just kind of get through each day.

We always taught our children consequences. Ike,
especially, as their father, was very big on consequences. Life teaches its own lessons. And, you know, if someone throws a punch your way, keep punching, keep fighting back. I think that's one of the reasons that we're here today is because of the consequences of what's happened.

I would like to ask representatives from Boeing and the DOJ to just close your eyes for a moment. Take a deep breath and with your eyes closed visualize special times, birthdays of loved ones, maybe of your children, Mother's Day, Father's Day, Christmas, all those special occasions.

For me, when $I$ think of those and when $I$ wake up on those special days, $I$ might stretch, but then right away the reality of, I'm not going to share those with our sons. They're not here. They're not going to bounce through the door. They're not going to call or text or call the next day and go, oh, sorry, mom. I forgot. Okay.

I'm never going to have that again because, in my view, criminals at Boeing allowed that to happen. They killed our sons. And that's a consequence that $I$ personally think someone should be accountable for.

Ike.

MR. RIFFEL: Yeah. Thank you. I thank the Court, Judge O'Connor, for giving us this opportunity today to speak.

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My name is Ike Riffel, father of Melvin and
Bennett Riffel, both victims of ET302. First, I would like to say that my wife, Susan, and I were blessed to have these boys in our life. We thank God every day for the time we had with them, Bennett for 26 years and Melvin for 29 years.

I think about them every morning, every day, every
night. I also live every day with the nightmare of the crash that took their lives.

I am here today because my sons and 344 other innocent souls lost their lives because criminals at Boeing, motivated by greed, conspired to deceive and defraud the FAA. This fraud and deceit was found to be directly responsible for the traumatic crashes.

I believe, had Boeing come clean and not deceived the FAA and even their own people, we would not be having this conversation today.

Before $I$ ever heard of the DPA, I believed that the FBI, the DOJ were conducting a thorough investigation and any wrongdoing of both Boeing and on behalf of the FAA, I thought with any criminal investigation, if any criminal behavior was detected and laws were broken, there would be indictments and due process would follow.

The family of the general public would be allowed to watch and participate with full transparency. The corporation would be put on notice that they are not above

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the law. That's the way $I$ thought it would be.

And then, out of nowhere comes the Boeing DPA. I
was in shock; this can't be true. A secret backroom deal with the DOJ and Boeing essentially ended the investigation and grants immunity to Boeing executives? What a slap in the face.

One of the things that bothers me a lot about this -- this agreement, behind this DPA hides the truth. The truth that the families of the flying public have a right to know.

The truth could help us understand how this happened and help make sure it never happens again. We were denied our rights by this backroom deal.

Whatever happened to equal protection under the law? If by speeding across town $I$ lost control of my car and jumped up on the sidewalk killing an innocent person, would a DPA be there, available to me? Probably not.

I guess if you work for a major corporation and your recklessness results in the death of 346 people, that moves you to a different tier of justice.

The deal stinks on all levels. The bottom line is motivated by greed and profit. Boeing knowingly pushed an unsafe airplane through certification, and then they gambled with the lives of their passengers.

Our sons lost big, 344 other people lost big,
families and friends lost big. Boeing, it turned out, got a sweetheart deal. Where is the justice?

Shame on you, DOJ. You did nothing to improve air transport safety. Instead, you made us less safe by empowering the criminals. DOJ, please step over to the side of justice and help us weed these criminals out.

I will never see my boys again, but we can stop them from killing somebody else's family.

MS. RIFFEL: Thank you.
MR. RIFFEL: Thank you.

THE COURT: Thank you.

MR. CASSELL: Brittney Riffel.

THE COURT: All right, ma'am. Would you raise
your hand and be sworn, please?
(The oath was administered.)

MS. BRITTNEY RIFFEL: I do.

THE COURTROOM DEPUTY: Thank you, ma'am.

MS. BRITTNEY RIFFEL: This is Emma Riffel, and I'm
Brittney Riffel. I'm the spouse of Melvin Riffel and sister-in-law to Bennett Riffel.

Say, hi, my name is Emma.
EMMA RIFFEL: Hi, my name is Emma.

MS. BRITTNEY RIFFEL: All right. So again, my
name is Brittney Riffel. I'm spouse to Melvin Riffel, sister-in-law to Bennett Riffel, who were both killed in the

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ET302 plane crash on March 10, 2019.
Sitting up here today choosing to make an impact statement almost seems impossible as words are not enough to express the impact my husband's death and the ET302 plane crash, in general, have left upon my and my daughter's life. I'm completely and utterly lost without my husband
here. Our lives were just beginning. We were starting a little family together and everything was perfect, until it just wasn't.

I was seven months pregnant when Mel's life was ripped away from this earth. I say ripped away because literally in an instant he was ripped out of my life. Ripped out of our future plans. Ripped away from becoming a dad and ripped away from the impact he would have made on this world with each person he encountered and, most importantly, the impact he would have made in his daughter's life.

Melvin never had a chance to meet his daughter and
Emma will never know how it is to have a dad in her life. She doesn't get to see the love and affection exchanged between her parents. She doesn't get to have those hard talks about all those boys. She doesn't get to feel fiercely protected by her dad.

She doesn't ever get to have her dad take her to a
father-daughter dance and never have her dad walk her down
the aisle. Emma is only three years old, and she has already had so much taken from her.

Melvin was such a force to be reckoned with. He was energetic, motivated, fearless, confident, and outgoing, all the while he was down to earth, caring, compassionate, and a great listener.

If Melvin had the chance to be here all of those qualities would be instilled in her to the fullest. Now it's all on my shoulders. It is up to this grieving mother to tirelessly explain to her who her daddy was, his personality and traits and making sure she knows how much he loves her and making sure $I$ tell her stories about our love and all the things that he had planned for us as a family. I'm a single mother now and fighting for life, my life, to make sure that $I$ shine just for her. All of that while dealing with the lawsuits and fighting for justice that should have been -- that we should have had a long time ago.

Our lives haven't just been impacted, they were shattered into a million pieces and left to dust. I'm not even the same person anymore. That happy, loving, fun and cheerful self has completely disappeared. I had to pick myself up off the ground and learn how to survive for our daughter.

Learn how to be a parent on my own. Making sure
that $I$ have all these decisions down to a $T$ on my own, live without the comfort of having someone by my side to protect us, and living without personal companionship to share my life with.

Every day I live lonely and every day $I$ yearn for my husband and every day pray to God he can hear me when $I$ talk to him and $I$ pray to God he is resting in peace with no recollection of the suffering and torture he was put through upon his death.

I can't imagine even sharing my life with anyone else. I tell people $I$ will be just fine, but $I$ honestly don't know if $I$ will be. Emma is a blessing and gives me such life and happiness, but that doesn't change the fact that this is still a nightmare of a life to live.

I have been in constant therapy coming up on four
years. I never feel like I'm in a state of happiness. I have social anxiety, along with constant thoughts that something is wrong or is going to go wrong. My relationships and friendships suffer because I don't have the energy to put into them.

We are coming on four years of fighting for
justice for our loved ones, with the constant emails and information gathering and interviews and court cases and hearings and horrifying and gruesome details of the investigation, I'm just emotionally and mentally exhausted.

The person $I$ loved the most in this world is gone, when, in fact, he could still be here if Boeing hadn't played Russian Roulette with our lives.

It's plain and simple. Boeing had intentionally put a faulty software system inside their planes and gambled our lives away all for the competition, all for the money, and all due to greed and selfish acts. It could have been anyone's family. It could have been your family. It could have been your family.

We're here in this courtroom today fighting for justice to be done. Fighting to not let this nightmare happen to anyone. Fighting for the safety of our lives in the air. There is more than enough proof showing the criminal behaviors of Boeing, and they were granted immunity for killing 346 people.

Please let justice be served so we can make the world a safer place for our brothers, our sisters, and our children. Thank you for listening to me.

MR. CASSELL: Paul Njoroge.
THE COURT: Would you raise your hand and be sworn, please?
(The oath was administered.)
MR. NJOROGE: Yes, I do.
THE COURTROOM DEPUTY: Thank you, sir.
MR. NJOROGE: Thank you, Judge O'Connor, for
allowing me this opportunity to speak today. My name is Paul Njoroge. I'm the husband of Caroline Karanja, father of Ryan Njuguna, Kellie Pauls, and Rubi Pauls, and son-in-law of Anne Karanja, who all died when that plane, highjacked by MCAS, plummeted into the ground in Ethiopia.

That plane plummeted into the ground at a speed close to the speed of sound, burying my entire family 30 feet deep into that dirt in Ethiopia. Nothing was left of my entire family. Nothing was left of the other victims. Nothing actually, of the entire aircraft.

In fact, $I$ only got 50 pounds, 50 pounds of my family, 50 pounds of my entire family. That haunts me every day.

I have nightmares about the six minutes of terror that my wife and my children endured. What happened within those six minutes is not something that the DOJ here, that Boeing actually think about. It's something that haunts me every day of my life.

I'm going to talk about and I'm going to tell you the story of my beautiful family. It can take the entire day, but $I$ will just make it short. Caroline was 33 when she died, Ryan was six, Kellie was four, Rubi was nine months, my mum-in-law was 61 years old.

My wife grew up in a small village in Nakuru,

Kenya. She grew up in an era where most young girls in her
community were not pursuing higher education. Most of them would end up married young or forced into early marriages, and that would lead to a cycle of unending poverty in that small community.

Carol became an outlier. She pursued elementary school, high school, and then joined the university. In fact, my wife was the first girl to ever score an A in Kenya's high school national examination for the year 2003 .

She joined the University of Nairobi in Kenya to pursue a finance degree. That's where she found me. When she joined the university, $I$ was a second-year student. And the first year we met, we met at the school -- at the university's hall of residences.

And, you know, we got to speak that day and I got to know where she came from. She only grew up a few miles north of where $I$ grew up, and that's what bonded us. It was love at first sight.

Carol motivated a lot of young teenage girls in her community to pursue higher education. And as a matter of fact, there has been significant increases in university admissions for girls in that community.

Carol and I became best friends and then boyfriend
and girlfriend and then became sweethearts, as my friends
and our friends would call us -- would call it. And
eventually I graduated from university and joined

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PriceWaterhouse Coopers in Kenya.
The year after Carol graduated as well and she became an accountant in a chemical processing firm in Kenya. A couple years later, I proposed to her, and we started planning the wedding.

In the course of planning the wedding we got pregnant. She got pregnant. And around that time, I had received an offer to work as an investment analyst here in North America.

So in 2012, Ryan was born. Right then I was working in Bermuda. That's where we were living. He grew up as a smart boy. I actually thought he was smarter than kids of his age.

When he was about one and a half years, I was studying for an exam, it's called the Chartered Financial Analyst designation for investment professionals. I would wake up at 3 a.m. to study because $I$ was working full time and every day he would -- every day Ryan would shoot up -would shoot out from the bed and run to the living room where $I$ had a desk -- a study desk, and he would come and ask me, "Oh, Daddy, why you always reading that book? You wake up to always read that book? Should I be doing that as well? Should I be reading my stories every day?"

And if he found me not reading the book then he would ask me, "Why you not reading today? Why you not
reading that book that you always reading?"
There's a lot of memories that I have about my family. Memories that $I$ can speak to you about. It gets emotional -- too emotional.

Ryan would then pull me, just use all his strength, and then he try to pull me to the kitchen so that I can give him a bowl of Cheerios and milk.

See, these victims, this word "victims" that Boeing and the DOJ uses, these people you call victims, they're human beings. They're human beings who live in me. My wife and children live in me.

And today $I$ just struggle to live so that $I$ can be their voice, because nobody would ever speak about my family, ever, if $I$ was not here.

So Kellie was born in Boston, Massachusetts in

2014, and she was a doll. She was the princess of the family. She always wanted us to call her Princess.

Actually, when Rubi was born in 2018 , Kellie told me, "You know what, this girl will be Princess No. 2. She cannot be Princess, just Princess. She has to be Princess No. 2."

Kellie was a singer and dancer, and she would sing
for us, dance for us, make us laugh. She would sing to
Rubi, try to make Rubi excited, make her happy.

And Rubi, even though she was nine months old, you
know, whenever she heard my voice, she would just turn

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(817) 850-6630 around -- she would just try to turn around and then lift her hands up so I can pick her up.

So I'm left with memories. A lot of memories of my wife, memories of my children. You know, memories about their birthdays, our anniversary, their special days, and holidays. You know, these are not things that $I$ will ever get to see. I will never get to see my children join the university, get married, have families.

I will never get to know what my children would have become. You know, I always wonder -- my wife and I would talk about that, and she always wonder, who's going to become a numbers guy? Who's going to be like her dad?

Who's going to be an investment professional?

Who's going to be a pro soccer player? A pro basketballer? A pro footballer? Who's it going to be? You know, I could have known if my children were here. I could have known that, but now I can't. You know, I'm just left to speculate and to think about every day.

Whenever I see families with their children out there, whenever $I$ see them walking in a park, then $I$ have -it's always a constant reminder of my family, of how my life is fractured.

So I want to be with them because I want to hold them. But $I$ end up crying every day. You know, I end up weeping. There are many times that $I$ feel so hopeless. You

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know, that feeling of your life teetering at the edge.

You know, it's something that you've never known. You've never known that. You know, that feeling of hopelessness. You are so lonely in a world of $8,000,000,000$ people.

To you all, and to DOJ, to Boeing here, March 10
is almost four years ago, it seems like yesterday to me because my mind was left there. There is this constant nagging thought of what happened on that day. Six minutes.

The imagination of that plane, nosediving at almost 90 degrees, impacting the ground like a bomb and leaving a crater 30 feet deep. It just never leaves my mind. It can't.

Have you ever paused to think about that? Have you?

Did you imagine that when you were coming up with this deal? Did you? No.

I haven't slept. Since March 10, 2019, I haven't slept a night without waking up, without my heart racing, with my heart racing, my body sweaty, that feeling of pressure in my chest, and the nagging tightening of my throat, that mild suffocation, that mild breathing anomaly that I always have.

I must use pills to have four hours of
uninterrupted sleep. I must cool frequent headaches with

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painkillers. I always use medicine to lower the escalating stomach acidity problem that $I$ have. They call it ulcers. That's what doctors call it.

You know, the simple statement is that my life was simply snatched away when my wife and children died. My life got buried 30 feet deep in that crater that that Boeing 737 MAX created.

And today I try to read, I try to run, I try to meditate, $I$ try to travel, to watch all sports, you know, play sports, just try to do anything that keeps me going.

It's not easy when everybody refers to you as that guy who lost his entire family and he's still living, like his family was supposed to live. I'm going to live to tell the story of my wife and children, to be their voice.

Boeing's culpability in the death of my wife and children, my mum-in-law and all other victims, is well-documented. Boeing and its senior executives put profits over people.

Now, before the crash of Lion Air, Flight JT610, they perpetrated fraud by concealing information from the FAA regarding MCAS and the magnitude of its effect when activated.

After the crash of JT610, the then most senior executive of Boeing, ex-CEO Dennis Muilenburg, provided assurances to the public that the plane was safe to fly.

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His usual demeanor was to blame the so-called foreign pilots. He continued to use that fallacy over and over. He did this knowing that there was already an MCAS internal safety review that was going on within Boeing and even the FAA was doing. He never disclosed that to the public, because if he did, $I$ could have known. I'm an investment professional. I could have known that.

Do you know what happens when an impartial institution is given a duty to protect the public? They do conduct a thorough fact-finding exercise. They demand corporations to submit documents to them and they comb through those documents over and over, one by one, to make sure that they don't miss anything.

The DOJ yet did not do any of that. Instead, what you did, you never asked for any documents, did you? No, never.

This data-finding process is what they
disseminated. They did that for the benefit of investors. You had a duty for the benefit of the public.

Now how then can DOJ claim that fraud was not contagious within Boeing?

How can you claim that Dennis Muilenburg was not culpable? He was at the helm of the decision-making. The buck stop with him.

The lack of proper oversight, the sheer arrogance

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and complete disregard of human life was contagious within Boeing and that contagion effect has spread to some key U.S. government departments, the DOJ being one of them.

You're in bed with Boeing. Your complacency is too apparent. It's a shame that this is the DOJ, in this land of the free and home of the brave. Show me your bravery. Show us your bravery.

Dennis Muilenburg and other executives took a gun, a gun loaded with killer bullets, and just like children playing in a bush, playfully shot in the air countless times, and even though the bullets took long, winding paths, four of those bullets annihilated my family. And that's what we call murder in the third degree. That's what we call manslaughter. Those Boeing executives should not be walking free. Thank you, Judge.

MR. CASSELL: We have three more, your Honor.

Paul Kiernan.

THE COURT: Would you raise your hand to be sworn, please.
(The oath was administered.)

MR. KIERNAN: I do.

THE COURTROOM DEPUTY: Thank you, sir.
MR. KIERNAN: Your Honor, thank you for the opportunity to speak this morning. My name is Paul Kiernan, and $I$ am the partner of Joanna Toole who died in the Boeing

727 MAX crash in Ethiopia on 10 March, 2019.

I have traveled from Ireland to be here this morning, to stand in front of Boeing so that they will see and know the human cost of their decisions and actions to prioritize corporate interests over passenger safety.

More important, I have come here today to stand before you, your Honor, with all the humility and respect $I$ have left to appeal for your help to get justice for Jo, for the 346 passengers and crew that lost their lives in Indonesia and Ethiopia and for all passengers that were unknowingly placed in mortal danger by the Boeing Company every time they boarded its defective plane.

To reach a common understanding of what justice means I have to do two impossible things. The first is I have to describe to you the person Jo is. For this, I would tell you about a young woman who had dedicated her life to protecting animals and the world to share with them.

I would tell you about a fierce advocate and a relentless campaigner who recognized the need to act to protect the world's marine ecosystems long before it was public knowledge or prime time television.

And through ambition, extraordinary ability, and dogged determination would build her idea into a world of animal protection's first-ever global campaign.

I would tell you about a skilled strategist and a
quiet leader who guided international conservation policy, first at the International Whaling Commission and later at the United Nations.

I will tell you about a warm, funny, and affectionate person who loved me and who I loved back twice as much.

The second impossible thing I must do is explain to you the impact of losing one's soulmate. For this, I would tell you that we had our whole lives to look forward to. How we had planned to have a small, intimate wedding with close family and friends.

How we had decided to move to London after Rome and buy our first home. How I had to explain to Jo that starting a family meant more than getting a puppy. It meant dirty nappies and vomit and screaming kids but raising conscientious children who would continue the work of their mum.

I would have to explain to you what it is like to carry Jo's bags to her taxi, to kiss her and tell her that $I$ love her, to ask her to let me know when she arrives safely and to wait for that call for the rest of my life.

I would have to tell you things that I'm ashamed of. What it's like to avoid your own reflection because you don't recognize the person you have become because you can't bear to look at the sadness and the pain and the knowing
that you can never be the same as you were before. But these are two impossible things.

Jo was too beautiful, too passionate, too selfless, and too good for my words. Our future together will never happen and the pain of losing it can never be put into words.

So the best $I$ can hope for is that hearing about Jo might remind you of someone similar in your own life, who is dedicated to a cause much greater than themselves. Who will fight even when the odds are impossibly stacked against them, who will lose and who will fight again, and who finds time in all of that to love someone much lesser than themselves.

If you do know someone like Jo, you will also know that the Deferred Prosecution Agreement is not justice for her or the other victims.

It is tolerance, it is acceptance and in many ways it is endorsement of the evils of greed, power, influence, and control that prevail throughout the Boeing Company.

These are the same evils that are eroding our values, dividing our societies, exploiting our planet, and making the world a sadder and more desperate place.

And so, we look to the justice system to protect
us. We ask the members that served in this vital
institution to stand for us when we cannot stand, to speak

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for us when we cannot speak, and to act for us when we
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cannot act.

The Deferred Prosecution Agreement is not justice. It was created and signed in secret between the Department of Justice and Boeing without the involvement of the families, because it was never intended to be justice.

Justice for Jo and the other passengers and crew of the fatal Boeing 737 MAX begins with striking down the Deferred Prosecution Agreement that has been found to have violated the rights of the victims.

It continues by involving the families in the remedial actions including prosecutions. And it ends with accountability for those who knew and did nothing.

I am already waiting for one call that $I$ know will
never come. I hope this will not be the second. Thank you, your Honor.

MR. CASSELL: Chris Moore.
THE COURT: Would you raise your hand to be sworn, please?
(The oaths were administered to Mr. and Mrs. Moore.)
THE COURTROOM DEPUTY: Thank you both.
MR. MOORE: I do.
MS. MOORE: I do.
THE COURTROOM DEPUTY: Thank you both.
MS. MOORE: Thank you for the opportunity, your

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Honor.

THE COURT: Go ahead and pull that microphone up. MS. MOORE: My name is Clariss Moore, and I am the mother of Danielle Moore. My daughter was just 24 years old when she was murdered by people who are now still walking free and will never pay for the consequences or never held for any mistakes that they have taken away.

MR. MOORE: Thank you. Ever since a young age, my daughter's enthusiasm and curiosity of life was insatiable. Danielle Moore was a voracious learner, masterful artist, and a total community supporter, a true leader that served with humility. She was a mentor for other students and her smile radiated confidence, happiness, and hope.

From her graduation as valedictorian from high school, Danielle had a bright future ahead of her, filled with ambitious hopes and dreams.

After high school, she completed her Bachelor of Science degree with honors in marine biology from Dalhousie University. Her thesis research on right whales helped fundamentally change how scientists track and protect this endangered species.

During Danielle's university years, she mobilized her community to be a citizen science expedition for Bio-Blitz that discovered a previously undocumented wetland. This discovery helped halt a pipeline expansion in Nova

Scotia and continues to improve environmental assessments processes in Canada.

Danielle was one of three delegates chosen to
represent the youth of Canada at the United Nations

Environmental Assembly in Nairobi.

At 8:38 a.m. local time, March 10, 2019, she was at the zenith of her life. Six minutes later, she was no longer alive. Her body was desecrated in the most violent way. Danielle was denied a proper death.

No loved ones or family members to be with or at her bedside. I cannot even fathom what went through my daughter's mind during those last six minutes. I am still not prepared to think too much about this though it eats my soul every day.

I am haunted by the knowledge that a beautiful human can be reduced to 120 jars filled with formaldehyde in a pinewood box.

Knowing that this was the second crash of the same model plane in five months enrages me. I know Danielle screamed for her life.

The reason my daughter is not alive today is due to Boeing's actions and inactions in light of what the corporation knew about its airplane.

The Transportation and Infrastructure Committee's final report itemized a litany of failures, of Boeing's

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failures and safety oversight of the MAX airplane by
engineers, ODA certification orders, test pilots, management
production assembly plant, senior management executives, and
the board.
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The Securities and Exchange Commission's report found that in November of 2019 Boeing's safety review board determined that MCAS posed a safety issue that required remediation due to erroneous MCAS activation and crew workload issue, compounded by presence of other alert warnings.

Yet the November report to shareholders noted that they have Boeing's assurance that the 737 MAX is as safe as any plane that has ever flown in the skies.

The Court of Chancery shareholders lawsuit found that Boeing's board passively received Lion Air crash updates from Muilenburg but did not initiate action.

Finally, after the second crash, Boeing's CEO called the President of the United States to prevent the grounding of the 737 MAX, even as the rest of the world recognized the danger.

What clearer example can there be of Boeing senior executives' total lack of interest of the lives placed in their hands when passengers around the word boarded the 737 MAX every day?

To say that the course of our lives are

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fundamentally changed after the second Boeing MAX crash is an understatement. The day we received that phone call will forever be etched in my mind. My wife's scream was Danielle's echo.

My son was alone when he found out. We had to drive 100 kilometers immediately to bring him home.

I had to shut off my emotions and compose my mental anguish as best I could. I still have not grieved fully. I have to bury some of my feelings just to make sense of the tragedy.

Reading the news about the lack of diligence, oversight and concealment of important information is painfully necessary. But we are tormented by what happened. Every day $I$ work on legal and aviation safety advocacy issues.

Sleep is difficult. I wake up in the night with an image of Danielle. Getting back to sleep is medication-dependent.

I will never be able to enjoy Danielle's love, witness stories, or someday spoil her children. My wife has always lived her life vicariously through Danielle's adventures. Danielle's dreams were my wife's dreams.

They would call and message almost every day.
Danielle was her past, present, and future. My wife reads past messages from Danielle and reports remembrance

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narratives weekly. For almost the last four years there has not been a day that goes by that $I$ have not heard her crying. She continues to search for Danielle. We talk now to an epitaph.

Danielle was my son's greatest role model and his best friend. He would work hard to make his sister proud more so than his parents. Finding meaning and joy in his life since his sister's death has been a struggle.

He will never be an uncle. If he ever has kids, they will never grow up feeling the love of their amazing aunt. The four people, happily enjoying each other's life through our journey forward, will never be able to continue as it should have. They are dead.

We three still are wounded and find it hard to continue with the daily tasks, let alone deal with the loss of a loved one.

Our family has been shattered and we are trying to pick up the pieces. As a family, we love traveling Danielle was our navigator and our planner. Our travels now are to hearings and commemorations.

Throughout this ordeal of trying to understand how so many blunders occurred and how the opportunities to correct these occurred, these errors are ignored, we have been shrouded by many layers of pain.

But the final insult is to understand that the

Department of Justice is supposed to protect the rights of its people and prosecute criminals, does not even recognize you or your loved one as a victim, but instead gives succor to murderers to protect their earnings potential and maintain market share is morally repugnant.

The January 7th DPA was a tool of judicial expedience, and overlooked many of the salient facts. The public has not even been informed what facts that were used to relieve the criminals of their true punishment if, in fact, there were any. How can we trust the Department of Justice now?

Deferred Prosecution Agreements may work when a corporation has defrauded people, the government, or any other corporations of money, because the fine is to repay the victims what was rightfully theirs. It should not be used for corporate mass murder.

One would expect a thorough investigation by the Justice Department. The $\$ 250,000,000$ fine that the Department of Justice imposed on Boeing was a slap on their wrist. It did not take into account the consideration market and opportunity gained by expediting the certification and selling the MAX as a minimal pilot training product. It is a slap in our face.

This DPA, at best, addresses what happened after the first crash. Boeing, however, carried that fraud

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forward by not acknowledging that the certification was erroneous with respect to our case. The initial fraud created the monster that killed my daughter and 156 others on Flight ET302.

What Boeing did, or more to the point, what they didn't do after that first crash, is one of the most insidious crimes that can be perpetrated upon society. Knowing that the fraudulently certified product was not airworthy, they continued it to fly.

If Boeing's story about one employee perpetrating these ill deeds on their behalf was true and they were truly contrite after news of Flight JT610, there would be no second crash. This is manslaughter.

It was agreed that the Boeing Corporation's zest for market share in the commercial aircraft manufacturing industry that essentially influenced their immoral actions.

Two technical flight pilots who were scapegoated were their foot soldiers. How can anyone with critical thinking skills believe that these minions commandeered the Boeing Corporation and caused not one, but two horrific crashes?

Executives and directors of corporations need to understand that they must take personal responsibility for errant features of their products. When accidents happen, the right decision is to take precautions, not to gamble

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with other people's lives.
This is textbook ethics cases for MBA, engineering, and law students. If left as it was perpetrated, as presented on the day after the U.S. insurrection to be buried in the annals of history, then our students will learn that it's okay to lie, to conceal facts, or to distort truth in exchange for a scintilla of one's gains.

Boeing should be prosecuted for their criminal behavior after the first crash. Danielle's family too will carry her torch and it will cast a light beneath the umbra of the agents working with the criminals. Thank you.

MR. CASSELL: Our last one, your Honor, will be from Nadia Milleron and Michael Stumo.

THE COURT: Would you raise your hands to be sworn, please?
(The oaths were administered to Ms. Milleron and Mr. \{ \}Stumo.)

MS. MILLERON: I do.
MR. STUMO: I do.

THE COURTROOM DEPUTY: Thank you both.
MS. MILLERON: Your Honor, thank you for allowing victims to speak in this case. Obviously, it's difficult for all the people around the world to appear here, but we hope that this small group can give you the sense of the
whole.

And over the last four years, we've gotten to know these are the people that died with our daughter on the plane. This is only a third of the people that were killed by the MAX, by Boeing's MAX. And so, we've gotten to know these people and we try to show the pictures that their families lent to us so that the world remembers them.

We are Michael Stumo and Nadia Milleron. We are parents of Samya Rose Stumo, who was age 24 when the Ethiopian Airlines, Flight 302, a new Boeing 737 MAX aircraft, crashed.

And, Mike Delaney, when you dozed during these proceedings, you hurt us. And it reminds me of the CEO Calhoun -- Muilenburg when he was before the Congress. The Congressperson asked him --

THE COURT: Go ahead and address me.

MS. MILLERON: -- when was the crash?

What was the date of the crash? And he didn't
know. He didn't know what the date was. But for us, March 10th is indelible.

We are here to speak to the Court, of course, but also in the presence of Boeing so that you take it seriously and really feel what happened, what actions the company took, and what was the result.

The result was terror. My daughter is not here to
speak, so I have to guess that she was absolutely terrified in the last minutes of her life, along with everybody else. We're forever haunted by those horrible final minutes.

Could we have kept her safe somehow? Could we have learned -- if we had kept up with the press, could we have learned about this crash?

We received her in 122 pieces, seven months after the crash. That was one-third of our daughter's remains, and the rest is scattered in Ethiopia. Dignity after death is denied her and her family.

Sammy's little brother writes: "Samya was the shining star in our family. Her mixture of vibrant joy, selflessness and deep, permeating love drew people to her like flowers to the sun. People she met for only a few moments would remember her for years after with sort of a wistful glow in their chest.
"We, her family, love Samya so much and she adored us. She could make you feel so cared for, like the center of her universe. In one of her hugs, you could forget all of life's problems. Her love was so strong. It was love with humor and kindness that makes me ache, because I know I will never feel it again.
"With Samya around, tough family dysfunction melted away under beams of laughter and playfulness she constantly emitted. And she put in the work visiting
far-flung relatives all over the country, being the glue that held us together, being the gravity that brought us closer.
"Samya loved justice too. She saw suffering in the world, and it hurt her. I remember she'd call me at odd hours to vent the frustration and anger she felt at abuses she was seeing. Vulnerable, beaten-down people forgotten or dismissed by those with the most power to help them.
"Samya wanted to change things and she wanted to do it with her own hands. That's why she joined the nonprofit ThinkWell. That's why she flew to Kenya. That's why she was on Boeing's purposely defective plane.
"Samya Rose is gone now and life has lost a lot of light, hope, and love. Our family is deeply wounded and the person best at helping us heal is dead. The future I imagined with my sister is broken and now the jagged gaps in my life cut me every time I think of them.
"Samya is never going to meet my kids. I'm never going to meet her beautiful family. My cheerleader, my confidant, my role model, just doesn't exist anymore.
"Samya could have changed the world. The love she infused in her family, friends, and good works would have continued to bloom and glow. She would have continued living life with the passion and love that few could match, but that won't happen now.
"And for what, because Muilenburg and Calhoun wanted to use fraud to scrape out a bit more profit? After all the pain we've gone through, that just twists the knife.
"Boeing's continued secrecy and risk-taking hurts us. We try to work to prevent similar crashes, but Boeing, who didn't ground their defective plane after Lion Air, knowingly caused the second crash.
"On so many levels, with so many people, they implement the minimum standards of safety today. The Department of Justice recently reviewed information that that -- received information that senior Boeing executives committed and continue to commit fraud during the production of MAX airplanes after both crashes and even after signing the DPA.
"Our criminal justice system is meant to change behavior of those who kill and prevent them from killing again."

Two days ago, Attorney Leon explained to the families that the fate of our child's killer was decided by secret contract between the Department of Justice and Defendant Boeing, a contract known as DPA.

A secret contract is not justice, but it is business as usual for Boeing. Our grief is boundless at discovering that we are a society that tolerates disregard of human life for profit.

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Does our system protect innocent passengers or protect a company that killed passengers? Holding Boeing fully accountable is the right thing to do and the only way for us to end the torture of this repeated crime.

We pray that this Court holds Boeing to standards of justice. Thank you, your Honor.

My husband, Michael Stumo.
MR. STUMO: Thank you, your Honor. This is my daughter, Samya Rose Stumo, who is 24, would be 28 this year. Her brother -- her older brother Tor, which Nadia read, her older brother Adnaan couldn't be here, but he said this.
"Samya was on her way to Uganda to prepare the ground for rural medical clinics based on engagement with local communities in detailed understanding of their needs.
"She had just graduated with a degree in global health. It was the start of a 50-plus-year career that would have brought much needed healthcare to countless people around the world.
"Add that to the mentorship, friendship, and political impact that her force and personality and her work would have facilitated, the loss is literally impossible for any one of us to comprehend." That's from her brother.

The last communication we got from Samya, she texted us, "Just landed Addis Ababa. Another two hours to

Nairobi." That was it. She was in seat $16-J . \quad$ It was an aisle seat on that plane.

It was a roller coaster for six minutes, that plane. The captain and first officer used physical brute force to try to pull the yoke back up and the MCAS kept triggering and they lost.

The plane plowed into the ground at 500 to 600 miles an hour into a hole burying itself. We were there. We saw the hole. We saw them trying to take pieces and parts out.

There wasn't even a whole plane there. It was so buried, it disintegrated. The pieces of passengers were mixed up with the jet fuel, the plane parts, the dirt, all together. Nadia and my son, Tor, saw body parts exposed to the elements there in an Ethiopia farm field.

We couldn't however simply curl up and grieve, as you've heard from others, because Boeing continued a strategy of concealment, cost-cutting, stock price appreciation, dividend distribution. And this continued behavior and what we learned increased my grief, Nadia's grief, my family's grief.

We learned that Dennis Muilenburg knew and was briefed by his staff after Lion Air that the MCAS needed -was an ongoing safety risk and needed a fix. He was upset about the revelation in the press about it, and he said we
can't put that in the press release.
Instead, the press release to the public said the MAX is as safe as any airplane that has ever flown the skies. This is November 27th of 2018, after the Lion Air crash in October.

The National Transportation Safety Board complained to Boeing about that misleading statement and the SEC fined him for it as a lie for stock price appreciation.

In April 2019, after our Ethiopian crash, Muilenburg again concealed information from investors and reporters at their shareholder meeting. He had been briefed there were gaps in the process, in the certification process and unknowns.

Instead, however, upon questioning, he said there was no surprise or gap or unknown, that someone -- there was nothing that slipped through the certification process. That was a lie and the SEC fined him for that too.

But after that statement, Boeing's share price appreciated. We were still on the floor grieving at that time, but he's pumping up the share price with untruths.

We learned from the biggest investigation in the history of the House Transportation Committee that an early core Boeing goal was to prevent the FAA from requiring simulator training throughout MAX development.

Boeing didn't develop a great airplane and then
determine whether training was required. It tried to prevent the $F A A$ from requiring the training.

The report, we also learned that its 2011 contract with Southwest included a $\$ 1,000,000$ penalty for each aircraft if simulator training was required.

This was before the aircraft was built with up to 391 planes. That's up to a $\$ 391$ million total penalty that motivated further the culture of concealment at Boeing.

We know that Boeing -- we learned that Boeing and we saw Boeing trying to blame the pilots. They didn't do everything that they could have done to save that plane. They didn't say the MCAS was a problem and needed a fix. That's not what they said.

Boeing's conspiracy captured the FAA, as Senator Cruz said in a Senate hearing. Congress had found that Boeing had too much influence over FAA oversight. The House investigation specifically set a whole section dedicated to Boeing's culture of concealment over years.

We learned from the House report, I learned that four out of ten Boeing-authorized representatives, those supposedly acting for the FAA themself, perceived undue pressure by Boeing for raising safety concerns during MAX development.

We also learned that in 2012, at the beginning of this plane design certification, Boeing knew that it took 10

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seconds for some pilots to respond to a surprise MCAS
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activation, rather than four that everything was based on.

They concealed that despite the fact that they had an ODA status from FAA to self-regulate. They concealed it because it risked more scrutiny, design changes, and pilot training.

We learned in the House report that in June 2016 Boeing employees formulated a plan to disguise MCAS as a mere addition to the existing speed trim system. That rule was, don't describe MCAS as a new function, so they could avoid cost and certification impact.

We learned from the House report that Boeing did not tell the FAA about concerns of its authorized representatives in 2016 about -- what about repetitive MCAS activation, if there was faulty AOA, angle of attack data? Didn't say anything. That was a problem that happened with Lion and Ethiopian Air.

I also learned that the angle of attack disagree alerts on more than 80 percent of the MAX fleet were inoperative and therefore did not comply with the

FAA-approved-type certificate. Boeing concealed that from the FAA until after Lion Air.

We learned that Boeing avoided upgrading the pilot alert system in the MAX to comply with 2011 rules on those alert system -- on the FAA rules. Those rules were to

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prevent false, confusing, and nuisance alerts that interfere
with pilots' ability to avoid a crash.

But Boeing said it's too much money to upgrade it. We put it on the 787, but it's too much money. It cost over \$10 billion.

But the whole MAX development program only cost two and a half billion. It was that antiquated and confusing pilot alert system that was a contributing factor to the Lion Air, the Ethiopian Air, and five other crashes.

Despite all this on the record, Boeing and the Justice Department compound our grief and deny our rights as victims. We're not victims? They fought hard to keep us from being recognized as victims.

And they pretend this is a simple fraud by two guys and a couple emails and fight against, including the full scope of this top-down multi-year conspiracy. We've dedicated ourselves to no third crash.

We just want to grieve, but this farce increases the pain of losing our daughter. The perpetrator, Boeing, still has no independent oversight, even as it continues its reckless behavior.

I ask -- we ask this Court to impose conditions of release that include independent monitoring and public disclosure of those reports to help change Boeing's culture and prevent a third crash. Thank you, your Honor.

MS. MILLERON: Thank you.

MR. CASSELL: If I could briefly be heard on conditions of release, your Honor?

Obviously, now that Boeing has been arraigned under Section 3142, the Court has its own judicial obligation to impose conditions of release.

Obviously, there are separate issues pending in front of the Judge, our DPA motions, and I won't discuss those today. I will focus exclusively on conditions of release.

The families today ask for only one thing, as you just heard: No third crash. They want the Court to impose conditions of release that are commensurate with the seriousness of the crime, which you've just heard described, and the seriousness of the criminal here.

We are asking for three conditions: the standard condition, no new crimes to be committed by Boeing. Every other felon that comes in front of this Court has that condition imposed.

We want an independent corporate monitor. So I will explain an oversight or transparency to the conditions of release.

There can be no doubt that the Court has authority to propose each of those conditions. As we've laid out in our memorandum filed last night, $3142(c)$ obviously gives you

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that authority.

There's question, I suppose, of what is the record that would justify those conditions of release? We know that at this point we have a criminal information, you have the DPA. Although that seems to have been carefully curated to minimize Boeing's role.

Your Honor sat through two days of evidentiary hearings about how Boeing's crimes directly and proximately killed 346 people. You've made findings on that and that is in the record now.

You have the exhibits. Mr. Stumo just referred to the House Transportation Committee Report which was accepted in evidence as Families' Exhibit 4 during that hearing.

You've now had powerful statements under oath from

12 representatives. We've filed 27 additional impact statements yesterday as well. We have pending motions to supplement the record with additional facts if the Court needs them.

So $I$ won't belabor the details of the crash as you, your Honor, knows those. We proffered an extensive set of facts yesterday. And too often in America those of us who defend the free enterprise system hear in response, well, those big companies, they put profits over people. Often those charges are without substance. But in this case, that's the stone-cold truth.

For no other reason than to jack up its stock price and pay corporate executives handsome bonuses, Boeing concealed the MCAS system.

And so today, in crafting conditions of release, which is the Court's obligation, the Court needs to know only one fact: For a few dollars more, Boeing committed the deadliest corporate crime in U.S. history. They counted on the political connections, wealth, and power to get away with it.

We come to this Court, the families come to this Court this morning, asking for a response commensurate with the crime that Boeing has admitted in its DPA, although they seem to be backing away from that somewhat this morning.

We ask for an independent corporate monitor and review of their corporate compliance efforts. Those are somewhat overlapping requests. We have the exact language that we would like in the filing we provided last night.

So let me turn to the independent monitor. Your Honor, in the DPA, Boeing made certain commitments that they promised to carry through on.

One of them, by the way, was they were going to never, ever back away, in litigation or otherwise, by contradicting the acceptance of responsibility.

Well, you heard this morning Boeing pled not
guilty. That sounds to me like not accepting

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responsibility, and we will be filing the appropriate
motions at the appropriate time on that point.
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    But in considering conditions of release, if you
    had a criminal who came before you who accepted
responsibility, you would probably impose less stringent
conditions. But you are imposing conditions on release on
an accused criminal who pled not guilty this morning.
Now, one of the other commitments that Boeing made
in the DPA was that they would create, "A culture of ethics
and compliance with the law in its day-to-day operations."
That's in Attachment $C$ to the DPA.

As you've heard this morning, the victims are
skeptical about whether Boeing is going to carry through on
that commitment. We also have been fortunate enough to have
an amicus brief from Senator Cruz that commented on this.
Here's what he said: "Maybe that compliance
program will be good. Maybe it won't. But what is certain
is that all important decisions about corporate compliance
will be made behind closed doors away from public
accountability."
So the families today ask you to create conditions
of release that would respond to that secrecy.
Now, one of the things you may hear from the
government, if they respond, is, well, you know, we don't
see a lot of precedent for doing something like that, but
this is an unprecedented case.
Typically, when a DPA is presented to a court like this one, there's been negotiations between the parties and then it's presented.

Of course, one of the things that's supposed to happen as part of those negotiations is that family members are supposed to have an opportunity to speak to the Department and say, "We'd like a corporate monitor; we want additional oversight here."

That process was short-circuited. And so, now this is an opportunity for the court to correct that short-circuiting and to put in place some of the conditions that we think would have been put in if this deal had been crafted in public light, rather than in the dark of night.

Now, often DPAs do have corporate monitors. We presented in our filing last night $I$ think the most recent data is about half of all DPAs have a corporate monitor as part of that.

For some reason, Boeing, once again, seems to have weaseled out of standard conditions, and there is no corporate monitor here. But corporate monitors can be really important.

Boeing can't be jailed. The fines that might be imposed on it will probably just be passed on to consumers through price increases. If the Court is concerned about
ensuring safety, a monitor goes right at that. And that, of course, is your obligation today under 3142 to reasonably ensure the safety of the community.

We also provided some academic perspective on corporate monitors in our brief. One of the areas where corporate monitors is particularly important is where a crime has caused great harm. I can't imagine a crime that's caused greater harm than this one.

We're also asking that there would be a public unveiling of a monitor report. And we've included in our briefing the American Bar Association has set up standards and procedures where that can be done.

We also understand there is some confidential information in this case. Our proposal always envisions, first, a knowledgeable person looking at the materials to try to avoid including confidential information in the public release.

And then an opportunity for Boeing and the
government to provide their input, final review by this
Court. So there would never be a situation where
confidential information would be reviewed without full input from the parties and action by the court.

Also, in proposing a corporate monitor, $I$ think maybe I misspoke yesterday in our briefing. I probably used the wrong word. When $I$ think of corporate monitor, I think

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of someone maybe coming in to desegregate a school system or
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to take over a prison to provide prisoner rights or
something along those lines.

I think the word I should have used is corporate examiner, because what we're asking for here is not for somebody that's going to go in and create measures where Boeing will then have a culture of compliance.

Boeing has promised to do that. We simply want an independent set of eyes that the Court would appoint to look to see whether Boeing is carrying through on that.

Now, we've proposed it would be a report to this Court on December of 2023, about one month before the DPA ends, so that there would be an opportunity for the court to evaluate that as it finishes up its obligation under the DPA.

Now, we've also proposed a slightly different take in addition to the corporate monitor/corporate examiner. We propose that information about Boeing's corporate compliance program would be provided to three independent experts that the victims' families would have confidence in.

You will remember Vickie Norton, who testified here in August. We are also anticipating, from Berkeley, Rune Storesund testifying in that August hearing. He did not, but he's an expert in exactly these areas of risk compliance. Also, Javier de Luis, who is a lecturer in

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aeronautics up at MIT, recently appointed by the FAA to be on some oversight boards.

We would like for Boeing's corporate efforts to go to those three experts. Under a confidentiality agreement, they could look at it and then they could make a public report.

And they also would be in a position then to provide advice to Boeing as to how to make sure that that culture of ethics that they're promising is actually delivered on. Now, those are, I think, a very straightforward set of proposals. Again, the text of our actual proposal is in the brief we filed yesterday.

Neither the government nor Boeing can have any reasonable objection, in our view, to those conditions of release. You've heard this morning from the victims' families. I frankly didn't know what they were going to say.

I told them that the Court had been kind enough to
give the victims an opportunity to come in and we transmitted the message out, and this is what you saw this morning.

What you saw this morning is what I've known now
for the last year. The victims don't trust the Justice

Department. That's obvious. We could debate whether that trust -- whether that distrust is fair or unfair, but that's

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a fact.
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And so, against that background, the only thing the Court needs to know in determining conditions of release is that the families and the broader public have no confidence in the Justice Department in this particular case.

Against that backdrop, a second set of eyes to look at what's going on, other than just this secret dealing between Boeing and the government, will ensure both confidence in the process and ultimately the public safety by making sure that there is an independent evaluation on what's going on.

And for Boeing, it should want the best possible corporate compliance program that it can put in place after these horrific crashes.

And so, having, again, an independent court monitor, an independent set of eyes, a victim expert to help Boeing, maybe they will look at everything and say everything is great, or maybe they will identify some flaws. Flaws that could lead to a third crash.

So in closing, I know at some levels this case has been somewhat complicated, but on some levels, and I think today is probably one of those levels, it's really very simple. Every week in this courthouse accused felons walk in here, you know, like a bank robber might walk in and the

Court has to decide, or the magistrate judge has to decide, is that bank robber going to be locked up or is there going to be an ankle monitor put onto the bank robber? The reason, of course, the court does that is an accused bank robber might be a risk to public safety.

And so, this case is really no different. Instead
of -- except that, instead of stealing some currency from a federally insured bank, Boeing stole something much more precious. As you've heard this morning, Boeing conspired to steal the hopes, dreams and very lives of 346 passengers and crew, not on just one flight, but on two flights.

And in the wake, Boeing left hundreds of grieving families from Jakarta to Addis Ababa and countless cities and towns and everywhere in between. Boeing acted callously, recklessly, and yes, criminally.

It shouldn't be treated any differently than any other criminal who comes before the Court, except for one thing: This Court's conditions of release should match the massive scope of Boeing's crime.

We ask for the functional equivalent of an ankle monitor, something that will reflect the nature and severity of what Boeing has done.

We ask for an independent and transparent review of Boeing's safety measures. In the wake of 346 deaths directly and proximately caused by Boeing's crime, the

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safety of the community demands that.

MS. LARYEA: Thank you, your Honor.

The government agrees with Mr. Cassell that we have to start with 3142 , which instructs the court to impose the least restrictive condition or combination of conditions that the Court determines will reasonably assure two things: Defendant's appearance as required, and the safety of other persons and the community. And as Mr. Cassell discussed right now, the focus today is on the second prong, danger to the community.

Now, the government notes that, with respect to that prong, danger to the community, the court must make a determination as to what is the least restrictive condition that will -- sorry.

The Court first has to make a determination by -whether, by clear and convincing evidence, Boeing poses an ongoing danger to the community. And then, if so, determine the least restrictive conditions to address that concern.

Now, Mr. Cassell has asked for -- the crime victim representatives have asked for three conditions today, the first one being that Boeing comply with the law. The second is an independent examiner. And the third is three individuals to review Boeing's compliance with the terms of the DPA.

With respect to the first request, the government

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supports Mr. Cassell's request to have, as a condition of release, that Boeing comply with the law and not commit any federal, state, or local crimes.

The government does not support, however, the next two requests. I will discuss those in turn. With respect to the second request, the government does not support the imposition of a judicial examiner to evaluate Boeing's compliance with the DPA for three reasons. First, such an imposition is unprecedented. Second, it is unnecessary. And third, it is inappropriate.

With respect to the first reason, such an imposition is unprecedented. We are not aware of any other instances in which a court imposed an independent examiner or monitor in connection with a criminal DPA where the parties had not already agreed to such a monitor or examiner as part of the DPA's terms. And Mr. Cassell has not provided any precedence to the contrary.

Now, in the briefing filed yesterday, the briefing mentioned one case in order to support this request, but that case, your Honor, is completely distinguishable. That case involved a company named Computer Associates that entered into an 18 -month DPA in the Eastern District of New York in 2004 .

There, the parties agreed as part of the negotiated terms of the DPA, that the company would engage
an independent examiner that would be appointed by the court for an 18-month term.

So there, the court's appointment of that independent examiner was simply giving effect to the term that had already been negotiated and agreed upon by the parties.

Not so here, your Honor. Here, the DOJ and Boeing did not agree in the DPA that a monitor was appropriate, let alone a judicially appointed monitor or examiner.

So Computer Associates, which was mentioned in the filing yesterday, does not provide appropriate support for this request.

Additionally, the filing yesterday mentioned the imposition of special masters and corporate monitors as part of court-ordered probation.

That situation is also distinguishable because here we have a criminal DPA, there has not been a conviction and there is no probation.

Secondly, as I mentioned, the government does not support this request because imposition of such an independent monitor or examiner is unnecessary.

It's unnecessary for three reasons: First, the DPA already imposes significant compliance requirements. Second, the Department is best positioned to enforce the DPA. And third, over the last two years, Boeing has
complied with these requirements and made substantial changes and improvements to its compliance program.

I will take each of those in turn. With respect to the first one, Attachment $C$ of the DPA outlines the Department's expectation for Boeing's compliance program to prevent the reoccurrence of misconduct.

The DPA provides -- requires Boeing to engage in enhanced self-reporting requirements which are described in Attachment $D$ of the $D P A$ and include the following: Boeing must undertake three annual reviews of its anti-fraud compliance program and prepare and submit reports describing the results of those reviews.

As part of these reviews, Boeing is required to undertake the following activities, among others: inspection of relevant documents, including Boeing's current policies, procedures, and training materials concerning compliance with U.S. anti-fraud laws.

Inspection and testing of selected systems and procedures of the company at sample sites, including recordkeeping and internal audit procedures. Interviews -sorry -- meetings with and interviews of relevant, current, and where appropriate, former directors, officers, employees, business partners, agents, and other persons, analysis studies and, most importantly, comprehensive testing of the company's compliance program.

Secondly, the Department is best positioned to
implement the DPA and evaluate Boeing's compliance with these rigorous requirements. The fraud section has compliance experts who routinely evaluate compliance programs and oversee corporate monitorships and self-reporting.

And contrary to any other assertions, although the prosecutors in this case did not believe they could prove the crime charged in the information directly and proximately caused the crashes, they understood and -- they always understood and appreciated the indescribable and irreparable losses suffered by the crash victim representatives and kept that in mind throughout the negotiation process and investigation. The fraud section of the Department is still best positioned to provide its compliance expertise in this case.

Lastly, I want to point out that this is a unique situation. The DPA has been in place for two years. Over those two years, the government has been enforcing and implementing the requirements of the DPA and overseeing Boeing's compliance with those requirements.

As I mentioned before, Boeing has complied with the requirements and made significant enhancements. The government's measure of whether the DPA is successful, whether these compliance enhancements are sufficient is
contained in Attachments $C$ and $D$ of the DPA.

The standard is to ensure that Boeing's compliance program is reasonably designed, implemented, and enforced so that the program is effective in determining and deterring violations of the U.S. fraud laws.

Attachment $C$ provides additional information about how the Department will evaluate whether the program is reasonably designed, implemented, and tested. This is the metric that the Department and the fraud section has used in several other cases. It is a metric that has been used for the last two years, and the Department is best positioned to determine whether that metric has been met.

So on to the third reason why the government believes that imposition of an independent examiner -- the government opposes the imposition of an independent examiner here. The third reason the government opposes that is because such an imposition is inappropriate.

The DPA is an agreement between the Department and the defendant, Boeing. Per the terms of the DPA, the Department has the sole discretion to implement and enforce the DPA and evaluate Boeing's compliance with the DPA's terms.

As with any agreement it enters, the Department has done so here. It has enforced the terms of the DPA and exercised oversight over Boeing's compliance with its
obligations thereunder. The Department has no incentive to pretend the DPA is working.

To the contrary, the DPA explicitly gives the Department, in its sole discretion, the authority to extend the terms of the agreement to ensure Boeing complies with all of its obligations and to hold Boeing in breach and prosecute the company if it fails to comply with any of those terms. The Department in the past has exercised both of these rights where necessary and appropriate.

The assertion that such a monitor is necessary because the Department cannot be trusted to monitor Boeing suggests that the judicial monitor proposal is an inappropriate attempt to monitor the Department's enforcement and implementation of the DPA.

As the Second Circuit has stated in the HSPC case from 2017, the district court has no freestanding supervisory power to monitor the implementation of the DPA, and this court should not impose an independent examiner to do so here.

With respect to the proposal that the Court may impose additional measures on Boeing based on a final report from the proposed judicial independent examiner, the Court stands by its arguments in opposition to the motion for the exercise of the Court's supervisory authority, which is ECF 60, regarding the Court's inability to impose additional

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requirements as part of the DPA.
With respect to the third request for conditions
of release here, which is that three individuals be appointed to ensure that Boeing has been in compliance with its obligations under the DPA, the government notes that this condition is also unprecedented and not supported by any case law or other legal authority.

Victims' counsel offers no example of the proposal they are recommending having been applied in any other case. They offer no case law or other authority to support their position for the Court adopting this novel proposal.

The victims' representatives are asking effectively for the Court to approve these three individuals who are being selected to play a partisan role.

THE COURT: I'm sorry, to play what?
MS. LARYEA: I'm sorry. I meant to say these three individuals are not independent, as Mr. Cassell mentioned, nor are they disinterested. One of the individuals that was proposed has a close family member who died in the Ethiopia, Flight 302 crash.

Another testified at the direction of Mr. Cassell at the two-day evidentiary hearing and received hourly compensation for her testimony.

And the third was also slated to testify at the evidentiary hearing at the direction of Mr. Cassell.

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This proposed process would have the effect of allowing these individuals selected by the victims' representatives to frame issues relating to Boeing's DPA compliance efforts in anticipation of what the court or a possible independent monitor may say.

This would be more akin to advocacy than an objective expert review. And the CVRA already provides victims' representatives the ability to be heard as an advocate. As such, the government also opposes the third request from the victims.

Lastly, to the extent the victims are also requesting that the reports, the self-reports submitted by the company be made available, the government notes that the confidentiality of these reports are critical to ensure that there is open dialogue between the company and the defendants that it oversees to get full information about any issues that may arise and how the company is -- the steps the company is taking to address them and the steps it's taking to enhance its compliance program, and as such, the government also opposes the disclosure of these confidential reports.

THE COURT: Okay. You mention you, on occasion, have the DPA appoint a monitor, and that you didn't in this case. What goes into your decision on that issue?

MS. LARYEA: Yes, your Honor. So Mr. Cassell
cited in his filing yesterday the Morford memo. There are a number of Department of Justice policies that determine when the imposition of a corporate monitor is appropriate.

The imposition of a corporate monitor is never a sanction. It is never meant to be punitive. The determination looks at whether the current -- the company's compliance program at the time of the resolution, is it reasonably designed? Has it been implemented? And has it been tested?

If the Department is not satisfied that it has been reasonably designed, implemented, or tested, and that there is a need for an independent third party to come in to ensure both design, implementation, and testing, that is the main reason that the monitor would be imposed in such a case. But, yeah, there are policies that govern that that are transparent and available on the DPS's website.

THE COURT: So in this case you've made the determination that Boeing meets that standard?

MS. LARYEA: Correct, your Honor. We made that determination. There's three different compliance obligations that can be imposed on a company. There's regular self-reporting, enhanced self-reporting that has additional obligations, and an independent monitor.

Here, the government decided to go with enhanced self-reporting where it has more regular meetings with

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Boeing. The DPA lists quarterly. Here, it has been more often than quarterly to ensure that Boeing is enhancing its compliance obligations as required under Attachments C and D.

THE COURT: Now, you say, as it relates to the employment of an independent examiner, that that would be adding to the DPA, which I don't have the power to do it.

Do you see any distinction between adding to the DPA and imposing an examiner or a monitor under 3142 to make sure -- under that authority only, to make sure that the public is protected?

MS. LARYEA: Yes, your Honor. But the request here, as $I$ understand it, is imposition of an independent examiner to look at Boeing's compliance with the DPA, which takes us back to looking at the DPA and essentially trying to get a monitor in place to look at whether the DPA is being complied with, whether it's being implemented and enforced.

As $I$ said before, that is within the sole purview of the Department, both per the DPA and per case law that we have cited that says the Department is responsible for that implementation and evaluation.

Now, as the Court mentions, and the government is not disputing that under 3142, to the extent the court determines that there's clear and convincing evidence that

Boeing is an ongoing danger to the community, the court can make a determination on what conditions are appropriate.

THE COURT: Would it be appropriate for me to, under 3142, to appoint someone to ensure that Boeing is doing things that would protect the public, even if those factors that $I$ would impose would mirror the factors in the DPA?

In other words, I wouldn't be examining the DPA or being concerned about the DPA in any manner, but to the extent that those things would overlap, at the safety to the public, would $I$ be able to do that under 3142, under that authority only?

MS. LARYEA: Your Honor, I guess there are two steps. I guess the first thing is to determine that there's clear and convincing evidence that Boeing is an ongoing danger.

Now, if that step is met in terms of fashioning the least restrictive conditions, I think that -- the question, $I$ obviously haven't seen it happen before --

THE COURT: Right. But hold on a second. Hold on a second.

MS. LARYEA: -- your question is whether --

THE COURT: Hold on a second.

You keep saying this is unprecedented and you
haven't seen it happen before. Tell me how many cases that

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you examined to be able to make that statement where 300 -odd people have been killed by the corporation?

Just how many did you review to come up with that number that it's unprecedented?

MS. LARYEA: So cases that have involved the
deaths of over 300 people, none, your Honor.

THE COURT: Okay. Well, then, this case is
unprecedented. Would you agree with that?

MS. LARYEA: Yes, your Honor.

THE COURT: Okay. So what is the effect of you
keep telling me that these things are unprecedented?

Is that just a rhetorical device to back me down, do you think?

MS. LARYEA: No, your Honor. I was going back to, you know, 3142 and conditions that are necessary to avoid dangers to the community.

Now, with respect to that authority, your Honor can fashion conditions as you believe are appropriate. As I mentioned before, the government defers to the court on the determination of what those conditions are.

The reason $I$ said it's unprecedented is there was a question about whether this -- what this independent examiner would do. And I was just saying, I don't know what that would look like, because I don't have that experience. But under 3142, I believe, yes, your Honor has the
ability to fashion conditions that it believes are appropriate to protect the community.

THE COURT: You say that they have been in compliance with the anti-fraud efforts, the ethical board, all of the things that you all have laid out in there over the last two years.

Has there been any instance over the last two years where DOJ has been examining compliance with the DPA and you've had to make a correction or point out to Boeing that you want them to do something different?

MS. LARYEA: Yeah. So I think the answer to that -- so the answer to that is, yes, the Department is always -- sometimes pushing back on what needs to be done and additional steps that need to be taken.

To the extent their auditors or other independent individuals that are involved in looking at the company, meeting with those individuals, independent of the company, to talk to them, to get their perspective --

THE COURT: Meeting with who independent?

Can you say that again?

MS. LARYEA: Sorry. Individuals that, you know, maybe either audit or examine the company or an independent consultant, compliance consultants that may be contracted by the company --

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            THE COURT: I see.
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MS. LARYEA: -- meeting with them independent of the company --

THE COURT: I see.
MS. LARYEA: -- to get their unvarnished opinion as to if there are additional steps that Boeing needs to be taking to enhance or further enhance its compliance program.

THE COURT: And so, to answer my question then -MS. LARYEA: Sorry. Go ahead.

THE COURT: -- the answer is yes?
MS. LARYEA: Yes. We do push back on additional steps that can be done.

THE COURT: And I guess my question to you or just let me ask a follow-up to that then. I know that you do that generally speaking. Have you done that in this case?

MS. LARYEA: My understanding is yes, but I'm happy to verify that and get back to the Court.

THE COURT: Okay. Just based upon your
understanding, as you stand here today, on what point or what fact or what was Boeing doing that was not up to snuff, up to compliance, in the Department's view, that you had to push back on?

MS. LARYEA: I don't have the answer on that, your Honor, but I'm happy to supplement if that would be helpful.

THE COURT: Well, I guess the reason why I'm
asking is because, as you acknowledge, to the extent that

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any of these things affect protecting the public, then wouldn't that be an important factor or important fact for me to consider when determining under 3142 what $I$ ought to do vis-a-vis the movants' request?

MS. LARYEA: Yes, your Honor. I guess my response to that would be it goes back to we take our responsibility seriously to make sure of that.

THE COURT: I'm not questioning that.

MS. LARYEA: And so, to the extent our compliance experts are seeing things or after talking to independent, you know, consultants outside of Boeing or seeing things, additional steps they think Boeing needs to make, that is being communicated to Boeing, and that is then a follow-up to make sure that they are, in fact, taking those steps.

Because, as I mentioned, one of the requirements in order for us to, at the end of this term, determine whether to dismiss the information, to make sure Boeing meets the high standard that is Attachment $C$, which is to make sure its compliance program is designed and working appropriately.

THE COURT: Okay. Yeah, if you could follow up on
those points. I don't know --

MS. LARYEA: Yeah, I can.

THE COURT: -- do they know?

MS. LARYEA: No, they do not. We would have to

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come back. I don't know if we're going to get a break, I can make a phone call if that would be helpful.

THE COURT: Well, let me just hear from Boeing. MR. FILIP: Yes, sir, your Honor.

And everyone in the courtroom, please know that Boeing takes this matter very seriously today.

In addition to Mr. Delaney with us in the courtroom today, Uma Amuluru, who is the chief compliance officer at Boeing, and Brett Gerry, who's the chief legal officer at Boeing, and both of them, as well as Mr. Delaney are members of Boeing's executive council.

THE COURT: Thank you.
MR. FILIP: They all came because they wanted to
hear what the family members said. Of course, they want to be respectful to you, sir, but $I$ just want to make clear that we respect the presence today and the views and the pain expressed by the families and those who lost loved ones on Lion Air, Flight 610, and Ethiopian Air, Flight 302 .

If $I$ could, sir, please, I would like to, and we will be brief, I'm going to speak to a couple factual issues, and then proceed by way of proffer consistent with 18 U.S.C. 3142, and then Mr. Hatch is going to speak to some of the legal issues, if that's okay, sir.

Let me start out, please, by touching on something that goes to air safety because you were talking about that,
folks have talked about that at various points. And if I could, sir, as an officer of the Court, let me please proffer the following facts concerning supervision and oversight of Boeing by the Federal Aviation Administration.

The Federal Aviation Administration is part of the U.S. Department of Transportation. And thus, it's subject to budgetary and oversight control of the federal government, including U.S. Congress. It's the largest transportation agency in the federal government, and it's responsible for regulating civil aviation in this country.

According to the budget materials, the FAA seeks federal funding for 2023 in the amount of over $\$ 23$ billion. Public FAA materials further explain that the FAA has tens of thousands of employees in various roles, including overseeing safety and certification of civil aircraft.

And if $I$ could, sir, in your opinion of October 22 nd, 2022 , the Court, at page four, stated that the FAA's aircraft evaluation group or AEG is "considered the world's leading aviation authority. The gold standard amongst global aviation regulators," and then the sentence proceeds with the Court's order.

Obviously, not all of those tens of thousands of people are involved with Boeing, but Boeing does estimate that over 1,000 FAA employees are directly and indirectly involved in overseeing the building and certification of

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Boeing commercial aircraft.
These include individuals who work in the Boeing aviation oversight office, the aircraft certification offices, the flight standard service, and the certification management office.

And additionally, the Aircraft Certification Reform and Accountability Act, which Congress passed in December 2020, required specific technical oversight requirements to be performed by the FAA.

In November of 2020, the FAA, after review, cleared the Boeing 737 MAX for return to flight in the United States.

And since that date, the return to service of the 737 MAX has more than 3 million flight hours and more than 1 million safe revenue flights. We just wanted to share that, sir, with respect to air safety oversight that exists despite it being an independent body.

Let me also, please, sir, proffer some facts concerning the DOJ oversights and how that might bear on a judicial monitor or whatever one might call it.

You will hear my colleague, Mr. Hatch, will cover these arguments, that Boeing believes the imposition of a third-party monitor is unnecessary, number one. And that's because the DPA itself has established a robust supervision mechanism which is led by experienced prosecutors and

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compliance specialists at DOJ, as well as Boeing's chief compliance officer, Miss Amuluru, and that has been in place and working well for over two years.

So by way of background as reflected in the DPA, the Justice Department considered but determined that an independent compliance monitor was unnecessary. And there's citations to the DPA. If you need it, sir, we're happy to provide those.

That decision followed the Department's review of Boeing's then-existing compliance programs and internal controls under standard DOJ processes and procedures that sort a path for all things to proceed.

And the DPA establishes a direct DOJ oversight mechanism by requiring the company to regularly meet with and report to the criminal division, its fraud section, as enumerated in the DPA.

So as a consequence, since January 2021, and under the Department's close oversight, Boeing has been required to test and enhance its compliance program and regularly report the results of that test and improvements to the DOJ through detailed work plans, quarterly meetings, and comprehensive annual reports.

And that regular cadence of reporting and interchange with the Department provides DOJ extensive insight into the company's compliance program and work and

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regular opportunity to review all the assessments and improvements.
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The Department actively reviews Boeing's reports and provides feedback directly to Boeing on how to better test and assess its compliance processes and structure throughout the company.

And in addition, as required by the DPA, Boeing promptly reports to DOJ allegations of any potential violations of U.S. fraud laws.

The Department's oversight of these compliance and reporting activities is directed at the Justice Department's fraud section, corporate enforcement fraud unit. That unit has specialized skills and expertise in corporate compliance programs and its release of publications and policies and best practices for corporate compliance that are very influential, you know, throughout the world.

The company meets at least monthly with representatives from the fraud section, corporate enforcement, compliance and policy unit to discuss the investigation and remediation of reported concerns.

These meetings include Boeing's chief compliance officer, Miss Amuluru, who herself is a former DOJ prosecutor, as well as Boeing's director of corporate investigations, and numerous other investigation and compliance personnel.

This forum also provides Boeing and DOJ an
opportunity to discuss trends in other areas to address through the company's broader improvements through its compliance program.

Following the MAX accidents, Boeing has made fundamental governance, leadership, and organizational changes, each time enhancing the company's enterprise safety efforts and fostering a culture of safety, quality, integrity, and transparency.

These changes include the creation of the role of the chief aerospace safety officer, top executive position at the company, which has been filled by Mr. Delaney, Boeing's representative here today.

And under the leadership of Miss Amuluru, the company has also enhanced its compliance function resources through internal promotions and hiring of external resources and by seeking feedback from numerous external compliance experts on possible improvements and to ensure that improvements identified through this work are implemented in a lasting and meaningful way.

In summary, Boeing believes that the supervision mechanism established in the DPA is robust and it's been functioning well since its inception two years ago and that the record proves that.

DOJ has been vigilant and thorough. They're

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professional and they probe, and they make suggestions, and as you would imagine, Boeing accepts those suggestions. And Boeing has been vigilant and thorough too.

We sincerely believe the system is working and that any further monitor or examiner, reporting, would be duplicative to DOJ oversight and counterproductive to the processes that are operative now.

And we also believe this current structure respects the primary roles and responsibility of the FAA in accordance with respective safety measures. Thank you, sir. I'll turn things over to Mr. Hatch now, if that's okay.

THE COURT: Thank you.

MR. HATCH: Thank you, your Honor. May it please the Court.

I certainly echo Mr. Filip's statements with regard to the statements made by family members who lost loved ones.

Your Honor, $I$ will endeavor not to repeat points Ms. Laryea made, which I agree about the bases for not imposing special conditions and a bond in this case. I will try to address a few additional points that $I$ think are important for the Court.

I would like to start, actually with the question the Court asked Miss Laryea about the interaction between

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Boeing and the Department about if there have been issues or that sort of thing.

If $I$ could just share my perspective having the privilege to represent Boeing as it engages with the Department in that respect. I think the message that the DOJ pushes through its guidance and has pushed to Boeing, and $I$ will not get into any confidential communications consistent with the DPA, but the message is one of continuous improvement in your compliance program.

And so, if there's an issue that's identified in there and it was properly responded to in that specific instance, okay, what did the company learn from that specific instance to improve more generally?

Could there be more training? Could there be structural changes? So even if a particular instance was handled correctly, how can you learn from that? How can you continuously improve?

And so, from my perspective, that's how those conversations go. They're collaborative. They do pressure test very much what we do. They challenge us to, okay, what can you learn? What can you do better?

So it's really been a process. We're two years in, we see this, we see that, let's take that to this -continuous improvement to this next level. And my
perspective is it has been a great success under the

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Deferred Prosecution Agreement.

And that brings me to the 3142 analysis that $I$ know the Court would engage in here. I would just start with the point that the government is not seeking any special conditions, which $I$ think is very significant, having had now two years of experience under very close oversight of Boeing in this.

I think it's significant that the Court, as it approaches a bond consideration today, Mr. Cassell referred to a bank robber who might come before the court on arrest, and this, of course, is a very different case from this.

This is a case that comes to the Court two years at this point into a Deferred Prosecution Agreement. So it's a resolved case, agreed to under the Deferred Prosecution Agreement, and then proceeding to a deferred during that time for Boeing to prove its compliance with the agreement.

So the Court, I would urge, should evaluate fine conditions based on two years of compliance. And Miss Laryea confirmed again today, as DOJ has in prior filings, that Boeing has complied with the agreement up to this point. So there's two years' track record.

And as Miss Laryea said, the only basis the court would start under $3142(\mathrm{~b})$, which provides for a personal recognizance bond, unless the Court finds a risk of flight
or safety to the community. So the default under the statute is a personal recognizance bond.

The only basis that's urged upon the court is a danger to the community. So $I$ will only address that unless the Court were to have any other questions about the other conditions.

But with respect to danger to the community, there are really, $I$ think, two key facts that can give the Court comfort that additional conditions are not needed. First, there's the active and substantive and meaningful oversight of the DOJ under the DPA.

And Mr. Filip's proffer covered that this is not just like an annual report that goes in once a year and then there's a follow-up meeting. The company is engaged at least monthly in meetings with the Department across all respects of the DPA in its compliance.

So it is a very active, it's a very meaningful and substantive process over the life of the DPA. It's very real oversight. So that's with respect to compliance.

And then, as Mr. Filip also touched upon, in
review of Mr. Cassell's filing from last night, at times it seems to say, well, we're not asking -- we're not asking the Court to put a safety monitor in place, but then Mr. Cassell also said it would ensure the safety of the community.

So I'm not exactly sure what the position is
there, but to the extent they are asking for some sort of safety monitor, of course, there's the FAA, which is a very robust, very engaged, and meaningful regulatory oversight that is every day protecting the safety of the community, every day the people all across this country and all around the world who board Boeing flights, every day the U.S. military flies Boeing airplanes, Boeing is subject to extensive oversight, and $I$ note the Court has heard evidence of that in the course of these proceedings.

And so, the FAA is engaged and is charged by Congress with that oversight. And again, we're two years into this. And with regard to the MAX specifically, of course, that had an extensive period of redesign and then it was returned to service, as you heard from Mr. Filip, has had many, many successful flights since its return to service.

I think that the special condition of urging a monitor or an examiner, whatever that would be, presents a very -- the Court asked a question, you know, could I, you know, just impose one separate from looking behind DOJ? I think the monitor that's asked for is one that goes behind DOJ. And in my view, that is seeking this plan from the Department in its exercise of its own discretion under the Deferred Prosecution Agreement.

And what Mr. Cassell is asking for is not a bond
condition monitor, it really goes to the ultimate remedies that they are seeking in this case, which $I$ know the Court has before it separately.

But to the extent that they're seeking some form of safety monitor, I think that presents a very real risk. Because if the Court imposed the safety monitor as a bond condition, what if that monitor were to direct some action that was different from what the FAA or the DOJ was directing under their respective authorities that gives the prospect of different direction on issues of public safety under the auspices of a court-appointed bond monitor when the record is that the FAA is there, it's robust, and it's active, and that is who Congress has charged with the aerospace safety and the oversight of Boeing's respective safety.

So, respectfully, I think there is not evidence, as the Court finds the case today, for applying conditions with respect to the safety of the community.

Mr. Cassell has referred in his filing to their proffer that has been separately submitted to the court. And we, of course, have objected to that. I believe the Department of Justice has objected to that, but that proffer is also with respect to historical facts that occurred before the Deferred Prosecution Agreement.

That's, I think, very significant as we are here
two years in after the FAA has returned the MAX to service and after the Department has had this two years of experience monitoring -- well, not monitoring but overseeing Boeing in its compliance.

So I think the Court can just follow $3142(\mathrm{~b})$. And
the analysis is as simple as that, because there is not evidence of separate conditions or a danger to safety of the community as the Court finds the case today.

A couple of additional points with respect to the additional conditions that were urged. Even if the Court were to go to $3142(c)$ which, again, $I$ don't think there's evidence today to get it to $3142(c)$, but if the Court were to find it appropriate, we would request the least restrictive conditions that would ensure the safety of the community, and respectfully, these two conditions are not the least restrictive.

I agree with Miss Laryea, if it's helpful for the Court, and I understand the Court has indicated the loss of life that may not be present in other cases, but we also reviewed and did not find any other cases where courts have imposed the types of monitors or third-party experts that were proposed here.

A case $I$ know the Court's familiar with, the Faulkner Services case from the D.C. Circuit I think is particularly close, even though it's not exactly the same.

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In Faulkner Services, Judge Leon, at the district court level, had rejected the DPA on the grounds -- several grounds, but one of them was that it was insufficient because it did not provide for a corporate monitor.

And on appeal to the D.C. Circuit, the D.C. Circuit overturned and said that the Court does not have a role in reviewing compliance with the DPA. And, of course, that was not under a bond analysis, but I think that same point holds true.

That's what's essentially asked here is to impose a role in monitoring compliance with the DPA, but do it through a bond condition. So I think the closest case is the Faulkner Services case. And in that case, counsel is against the two monitoring issues that are urged here.

Your Honor, just in conclusion, unless the Court has any further questions -- well, one last point on the conclusion. On the aspect of these disclosing our reports under the DPA and applying these three separate experts that have been proposed, $I$ think it's a very important part of the DPA that it provides a confidentiality both for Boeing, but also more generally in this case.

Part of the process that the DPA encourages is to be candid and to share information so the DOJ can evaluate that and give you that feedback. That's what I think the agreement recites.

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The reason to protect that is so that companies can be very candid without fear of having their confidential information released publicly or released to third parties. That fosters the kind of collaborative environment that $I$ believe is encouraged under the DPA and discourage you to release that.

And just in conclusion, your Honor, that the record, as it comes to the Court today for its bond determination, is that DOJ is substantively and effectively monitoring compliance with the DPA and has done so for two years of the three-year term, and that the FAA monitors safety.

And that that has worked for the two years of the DPA. And therefore, there is not a need for any special conditions to change that successful dynamic. Thank you, your Honor.

THE COURT: Could I just ask you one question as it relates to your argument about the D.C. Circuit Court and the monitor.

Would I be outsourcing my obligations under 3142 to the Department of Justice on the protection of the public because DOJ is monitoring?

In other words, would $I$ be relying on DOJ to tell me when DOJ feels like what they're doing is a danger to the public, as opposed to making my own independent assessment?

MR. HATCH: Yes. Thank you, your Honor.
And the answer is, no, you would not be. Again, if we were back at the beginning of a case and there wasn't an agreement and the Court were to have a bond hearing and say, rather than use pretrial services to monitor a
defendant, for example, I'm just going to rely on, you know, DOJ maybe to tell me if they find anything out, that sort of thing.

You know, of course, the Court uses pretrial
services to monitor. That's in the case of a defendant who is pending trial. That $I$ think is very significant here. We have a case in which there's an agreement. So the proceedings are deferred.

There is no pending trial. The reason that proceedings are deferred is so that Boeing can demonstrate its compliance with the DPA.

And so, here, unlike the scenario of the courthouse, DOJ has come to the Court and said, this is the agreement, and it's in paragraph 4H in the DPA, your Honor, that indicates the factors DOJ considered in determining that an independent monitor was not necessary under their policies and in their discretion.

And one of those factors, and I think it's very significant, they pointed to all the remedial measures that the company had already engaged in prior to entering into
the DPA.

So they recognize that the company had undertaken all these things, even to change the state of play in terms of compliance at the time of the DPA, and now we're two years past that.

So the Court isn't outsourcing its obligation. The way $I$ think about it, the Court looks at $3142(b)$ and says, bond is the default, unless there's danger of safety to the community.

So what's the record that there's a danger of safety to the community? Because of what DOJ is doing today and has done for two years and will do for the remainder of the term and because of what the FAA is doing, there is not evidence of a danger to the community.

In other words, there has to be affirmative evidence of a danger to the community to warrant some special conditions. Here, given the default that is already existing, that doesn't exist, and the Court need not impose those sanctions -- excuse me, special conditions.

THE COURT: Okay. Very good. Thank you then.
All right. I will --

MR. CASSELL: Can I just briefly be heard in
response?

THE COURT: Okay. Briefly.
MR. CASSELL: Thank you, your Honor.

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I think we've got two very odd things going on in this court. We haven't heard any dispute that Boeing has committed the deadliest crime in U.S. history, corporate crime. And yet, neither the government nor Boeing wants you to impose even a single condition of release.

You add conditions of release in routine bank robbery cases every day. Why this case would somehow not warrant even a single condition of release is frankly beyond my imagination.

One small thing we heard from the Justice Department, that you have to make findings by clear and convincing evidence. The Department is mistaken on that. The statute they're referring to is $3142(f)$, detention hearings, when somebody's liberty is being taken away. We point out in our brief about a Fifth Circuit case in U.S. v. Fortna, 1985 case, conditions of release is "simple preponderance of the evidence." So the issue for you today is what does the simple preponderance of evidence show?

I think I will just respond to the three points the government made very briefly. They say this is unprecedented. I think your Honor pointed out we are in unprecedented territory.

What would be unprecedented is the Court imposing no conditions whatsoever following a crime that killed 346
people. That would be, as we indicated in our brief, outsourcing the Court's obligation.

The Department says, well, we can't find any cases. We're not looking for cases here. 3142(c) nobody has disputed, which gives you the authority to impose every single condition the families are asking for, which are only two.

I think your Honor put it nicely: These would be perhaps overlapping to some degree with the DPA. But as you know, the DPA has been challenged and we are hopeful that in the next few weeks we will see a ruling from your Honor rescinding parts of that agreement or perhaps even invalidating a significant part of the agreement.

So it would be very useful to have overlapping requirements in the wake of the fact that that is an illegal agreement, an agreement that at least was negotiated illegally. Having overlapped measures in place would be, I think, protective of the public safety.

We're told by the Department this is unnecessary to protect community safety. I don't think the Department is in the best position to make that call. They have an obvious conflict of interest here.

This DPA is the most controversial DPA in the history of America. That's no exaggeration. We've provided the citations to that in our briefs.

Yet, you can count on the Department to report if there are problems in this DPA? Understandably, I'm just making a point about human nature. I'm not criticizing anyone's motives. The Department obviously has an incentive to say everything is good, nothing to see here, move along to the next case. That's why we want an independent set of eyes to take a look at all of this.

It's obvious that you've heard today that the victims' families don't trust the Justice Department in this case and their distrust extends more broadly.

The key question you have to decide this morning is, what is better, one set of eyes from the Department, or two sets of eyes, the independent sets of eyes that we are proposing?

Put it a different way, a legal way, what will more reasonably assure the safety of the community? We're defending a simple proposition: Two sets of eyes are better than one. And if you agree with 3142(c), I would submit, requires you to impose additional conditions.

We're told this DPA has been in place for two
years and everything is great, except the Department can't even tell you whether there have been problems and pushbacks and things like that.

Of course, your Honor has to make a ruling today about conditions of release, not even knowing whether Boeing
has been having difficulties administering this.

We are told from Mr. Hatch that, "We've made these significant changes. We want to take compliance safety to the next level." Well, we can help Boeing get to the next level. Let's put an independent person in there to see what they could do better.

Let's put three advocates for the victims' community in there and see what they could do better. If Boeing wants to get to the next level, we'll help them take off to that next level with the measures that we are proposing here.

Now, we're warned by Mr. Hatch, oh, your Honor, if you do this, there's going to be conflicting obligations, and, you know, one thing and the other and so forth. That's not what we're proposing.

He must not understand what we are proposing. You had a chance to read our brief. What we are proposing is, take a look at Boeing's efforts, and then see if there are recommendations for improvement that could be made. That's all we're asking for here, a very modest request. We are not asking the Court to take over production lines or anything along those lines.

Now, let's see. Let's see, what else? The other thing we are asking for, we've heard from the Department that somehow our three experts are not disinterested. We
never said that they were disinterested experts.
We said they would be effective advocates for the victims' families and for the broader community to make sure things were being done properly and the safety of the flying public was assured.

That's what's been missing so far. We haven't seen that -- we haven't seen that kind of advocate's eye looking at this. Instead, we've seen the Department and Boeing working behind closed doors to craft something that will let them move along to other issues.

We are not asking you for you to disclose any reports that Boeing has filed. All we're asking for disclosure on is, under appropriate confidentiality measures, is the substance of what Boeing is doing, a second set of eyes could look at that to see whether there were improvements that could be made.

We've heard from Boeing the FAA is out there supervising all this. We know sadly that that supervision was not successful in preventing two crashes.

So I will close with this, the reason the victims'
families traveled all over the world today comes down to three words: No third crash.

The only question we submit that you have in front of you today is which way will better prevent a horrific third crash, doing nothing, as they propose, or a second set

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of eyes, as we propose? We think the answer to that
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THE COURT: Okay. Thank you.

So why don't you provide me an update on the question I asked. You can provide it ex parte under seal or deliver a hard copy to me, however you prefer. I will review that.

In the meantime, I will order, sir, that Boeing is ordered not to commit another federal, state, or local crime while on release as this case is pending.

And then \(I\) will take the other information under advisement pending your submission.

Just for record purposes, I've reviewed all of the letters that were provided to me by the movants. And then, Mr. Jacobs provided to me an emergency letter sometime late last night, which \(I\) have reviewed as well. I will make sure that is docketed.

MR. CASSELL: Your Honor, just one small point. I know this morning that Miss Berthet was unable to complete her oral statement --

THE COURT: So file it.

MR. CASSELL: -- we would like to file a written
statement.

THE COURT: File it on the docket.

Then we are in recess. Thank you all.

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\section*{REPORTER'S CERTIFICATE}

I, ZOIE WILLIAMS, RMR, RDR, FCRR, certify that the foregoing is a true and correct transcript from the record of proceedings in the foregoing entitled matter to the best of my ability to hear.

Further, due to the COVID-19 pandemic, some participants are wearing masks, and/or appeared via videoconferencing, so proceedings were transcribed to the best of my ability.

I further certify that the transcript fees format comply with those prescribed by the Court and the Judicial Conference of the United States.

Signed this 27 th day of January, 2023.
\(\qquad\)
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Northern District of Texas Fort Worth Division

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MR. FILIP: [5] 7/1 7/4 7/12 108/4 108/13
MR. HATCH: [3] 6/23 114/14 123/1
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