

August 6, 2019

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Stephen Dickson, Incoming Administrator
Daniel Elwell, Acting Administrator
Federal Aviation Administration (FAA)
U.S. Department of Transportation
800 Independence Avenue, SW
Washington, DC 20591

Dear Secretary Chao, Incoming Administrator Dickson and Acting Administrator Elwell:

Thank you for your work to improve aviation safety in the United States and across the world. The undersigned family members of victims who have died in aircraft crashes - including Lion Air 610, Ethiopian Airlines 302 and prior air disasters – respectfully request that the U.S. Federal Aviation Administration fully certify the Boeing 737 MAX under a new type certificate and require simulator training for pilots before it is allowed to fly again.

CERTIFICATION

The original 737-100 was certified in 1967, half a century before the certification of the 737 MAX 8. The 737 MAX 8 is simply not the same plane and should be certified under a new type certificate. The aircraft has changed dramatically since that time with ten amended type certifications.¹ Some major difference include²:

- The range of the 737 MAX 8, an intercontinental jet, is more than double the range of the 737-100, a regional jet (3,620 nautical miles v 1,720 nautical miles);
- The engine thrust of the 737 MAX 8 is nearly double that of the 737-100 (27,500 pounds vs 14,000 pounds);
- The length of the 737 MAX 8 is 38% longer than the 737-100 (130 ft vs 94 ft);
- The wingspan of the 737 MAX 8's is 27% wider than the 737-100 (118 ft vs 93 ft);
- The passenger capacity of the 737 MAX 8 is 52% greater than the 73-100 (189 vs 124);
- The weight of the 737 MAX 8 is 86% greater than the 737-100 (181229 lb vs 97,516 lb).

¹ FAA Type Certificate Data Sheet A16WE, <http://www.b737.org.uk/a16we.pdf>

² Boeing 737 Specifications, <http://www.modernairliners.com/boeing-737/boeing-737-specifications/>

The original 737-100 was designed with a low fuselage to facilitate the use of a staircase to load and unload passengers. The 737 MAX 8 has far more powerful engines that are mounted up and forward on the wing, causing it to handle differently than the original and any prior versions of the aircraft. The flawed and dangerous Maneuvering Characteristics Augmentation System (MCAS) was added to address those handling differences and potential stall issues.

There are many more differences between the original 737-100 and the 737 MAX series. The FAA only analyzed the incremental changes when granting amended type certificates. But the accumulated changes are so significant that a full recertification is needed to determine how all the changes and systems relate to each other in an integrated way.

SIMULATOR TRAINING NEEDED

The departure from the original 737 design also requires us to also demand simulator training for pilots of the 737 MAX series. That simulator training should cover all known emergency conditions before pilots can be certified to fly an ungrounded 737 MAX aircraft.

Captain Chelsey “Sully” Sullenberger stated it this way in his June 19, 2019 testimony:

[W]e must... give pilots who fly the 737 MAX additional Level D full flight simulator training so that they will see, hear, feel, experience and understand the challenges associated with MCAS, such as Unreliable Airspeed, AOA Disagree, Runaway Stabilizer and Manual Trim. They must have the training opportunity to understand how higher airspeeds greatly increase the airloads on the stabilizer, making it much more difficult to move manually, often requiring a pilot to use two hands, or even the efforts of both pilots to move it. And in some cases, how it cannot be moved at all unless the pilot flying temporarily stops trying to raise the nose and relieves some of the airloads by moving the control wheel forward.

Pilots must develop the muscle memory to be able to quickly and effectively respond to a sudden emergency. Reading about it on an iPad is not even close to sufficient; pilots must experience it physically, firsthand.³

We are dedicated to making sure there is no third crash. We do not want any more families to experience the pain, anguish, sadness and loss that we have experienced. We therefore respectfully request that you determine that a full recertification and mandatory simulator training is necessary before the Boeing 737 MAX 8 is allowed to fly again.

³ Statement of Chesley B. “Sully” Sullenberger III, Written Testimony before the Subcommittee on Aviation of the United States House Committee on Transportation and Infrastructure, <https://transportation.house.gov/imo/media/doc/Sully%20Sullenberger%20Testimony.pdf>

ET302

Victim Name

Signatories

Ameen Ismail Noormohamed	Aleema Noormohamed, Daughter Naheed Noormohamed, Son
Amina Ibrahim ODOWA and Sofia Abdulkadir	Mohamed Ali, Brother and Uncle
Angela Rehorn	Roland Rehorn, Parent Joan Vincent, Daughter
Anne Wangui Karanja and Caroline Ndura Karanja	John Quindos, Husband and Father
Bernard Musembi Mutua Carolyn Karanja, Ryan Njuguna, Kellie Pauls, And Rubi Pauls	Benson Mutua, Brother Paul Njoroge, Husband and father
Danielle Moore	David Moore, Brother Clariss Moore, Mother Chris Moore, Father
George Gikonyo Kabugi	Michael Kabugi, Son
Hussein Swaleh M'tetu	Feisal Swaleh, Son
Immaculate Achieng Odera	Eliakim Odera, Sister Denis Adhoch, Wife
Isabella Beryl Achieng Jaboma	Jaboma Allan, Sister
Jared Babu Mwazo & Mercy Ngami Ndivo	Joshua Babu, Father & Father in Law Beatrice Kimuyu, Mother & Mother in Law
Joanna Toole	Adrian Toole, Father
Joseph Waithaka Kuria	Zipporah Kuria, Daughter Ben Kuria, Son Joshua Waithaka Kuria, Son Kabelo Marape, Son-in-Law Sarah Kuria, Daughter-in-Law Velile Kuria, Daughter-in-Law
Juliah Mwashu	Florah Mwashu, Sister
Marcelino Rassul Tayob	Anabela Tayob, Wife Mario Jorge Rassul, Brother Elisângela Rassul, Niece

Matthew Vecere	Tomra Vecere, Sister
Melvin Riffel and Bennett Riffel, victims, ET302 crash of 2019.	Brittney Riffel, Wife and Sister in Law
Micah John Messent	Matt Messent, Eldest Brother Amber Tansky, Sister Suzanne Camp, Mother Kimberly Jade Ballard, Sister
Professor Agnes Mary Wangari Gathumbi	J. S. Gathumbi, Husband Elijah Mwangi, Brother
Sahra Hasan Said	Khalid Mohamed, Son
Samuel James Pegram	Mark Pegram, Father Deborah Pegram, Mother
Samya Rose Stumo	Michael Stumo, Father Nadia Milleron, Mother Torleif Stumo, Brother Adnaan Stumo, Brother
Stella Konarska and Adam Konarski	Pawel Konarski, Husband and Father
Vaibhav Pradeepkumar Lahoti	Parul Lahoti, Brother
Abiodun Bashua	Mena Tebeje, Wife
Abduljalil Qaid Ghazi	Najm Addin Qaid Ghazi, Brother
George Kabau	Tom Kabau, Brother
Christine Alalo	James Okello, Brother
Abdishakur Shahaad	Abdimunim Moalim, Brother
Carlo Spini and Gabriella Viciani	Carlo Spini, Son Marco Spini, Son
Ghislaine De Claremont	Melissa Mairesse, Daughter
Mirosław Duda	Patrycja Dziurawiec-Duda, Wife
Tamirat Mulu Demissie	Mahelet Seifu, Husband
Karoline Aadland	Marianne Aadland, Mother Knut Aadland, Father

Max Thabiso Edkins

Teboho Edkins, Brother
Marianne Gysae-Edkins, Mother
Donald Edkins, Father

Virginia Chimenti

Claudia Chimenti, Sister

Saad Khalaf Almutaria

Sultan Almutari, Brother

Anne Mukui Musyoki

Simon Munyao Munguti, Husband

Sintayehu Shafi Baleker

Konjit Baleker, Sister

Matteo Ravasio

Manuela Fili, Wife

Mercy Ngami Ndivo

Beatrice Kimuyu, Mother

Derick Kivia Lwugi

Gladys Kivia, Wife

Sara Gebre Michael

Ababu Ameha, Husband

Marie Philipp

Klaus Philipp, Father
Ellen Philipp, Mother
Lena Philipp, Sister
Herr Henrik Philipp, Brother

JT610

Signatories

Victim Name

Captain Bhavye Suneja

Garima Sethi, Wife
Sangeeta Suneja, Mother
Rajesh Bassi, Uncle

Pan Am 103

Signatories

Victim Name

Melina Hudson

Paul Hudson, Father

TWA 800

Signatories

Victim Name

Michel Breistroff

Heidi Cinader, Fiancée

UA585 Victim Name	Signatories
Captain Harold Green	Gail Dunham, former Wife
Cont 3407 Victim Name	Signatories
Alison Des Forges	Denise Madey, Neighbor Roger Des Forges, Spouse Dorindan Jensen, Friend
Beth Anne Kushner	Lynn Kushner, Mother
Beverly Eckert	Susan Bourqur, Sister April Slater, Friend Margaret Eckert, Sister Karen Eckert, Sister
Brad Green Sr.	Jen Quimby, Daughter Sharon Green, Wife
Brian Kuklewicz	Karen Graf, Wife
Captain Joseph Zuffoletto	James Zuffoletto, Son
Clay Yarber	Sherry Laughman, Sister
Coleman Mellett	Kenneth Mellett, Son
Darren Tolsma	Robin Tolsma, Wife (widow) Nancy Marcucci, Coworker
David Borner	Cheryl Borner, Wife
Dawn Monachino	Michael Monachino, Spouse
Ernie West	Katherine Sargeant, Friend Jenn Ewen, Niece Natalie LaDuca, Friend Renee Wolff, Friend Joyce Kreuzer, Friend Kathy Brown, Friend Sarah Williams, Friend Troy Sullivan, Friend Bethany Haier, Friend

	Joan Kopinski, Friend
	Liz Erickson, Friend
	Melissa Chiro, Friend
	Jennifer Wegst, Friend
	Sofia Cruz, Friend
	Lucille DiSalvo, Friend
	Linda Shupe, Friend
	Marcia Stopka, Friend
	Stephanie Singh, Friend
	Kristen Schust, Coworker
	Mark Fitzgerald, Friend
	Dorothy Staniszewski, Friend
	Valerie Krawczyk, Friend
	Amy Carey, Friend
	Laura Ruffino, Friend
	Lynne Forgette, Friend
	Kelly Khatib, Friend
	Dawn Riordan, Friend
	Christina Dawson, Family Friend
	Jess Fortunato, Friend of friend
	Kelly Edwards, Friend
	Kelly Henning, Friend
	Kerrie Bonk, Spouse of friend
	Jen Sullivan, Friend
	Jennifer West, Wife
	Jennifer Vázquez, Friend
	Dorinda Jensen, Friend
	Nancy Marcucci, Coworker
	Pamela Weaver, Wife's Best Friend
	Gayle Stewart, Friend
	David Griesinger, Friend
Steve Johnson, Jerry Krazewski	Nancy Marcucci, Coworker
Jean Marie Marzolf Srnecz	Daniel MARZOLF, Brother
	Paul Jonmaire, Finance
	Marilyn Marzolf, Sister
	Kristen Srnecz, Daughter
Jennifer West	Dawn Miceli, Friend
	Caroll Teresi, Friend
	Bonnie Szczepanski, Friend on Facebook
Jerome Krasuski	Justine Krasuski, Wife
John J Fiore	Diane Aughtmon, Friend
	Ron Aughtmon, Uncle

Johnathan Perry	Denise Perry, Mother Robert Perry, Father
Julie Ries	Gregory, Goergen, Brother Mark Goergen, Brother Diane Goergen, Sister in Law Grail Cammarata, Sister
Kevin Johnston	WILLIAM SHAY, Brother-in-Law Kathleen Johnston Matt Condon, Son-in-Law Amanda Condon, Daughter Courtney Agius, Niece Helen Agius, Sister in Law Marty Agius, Brother-in-law Kelsey Johnston, Daughter Kim Flaherty, Sister Melissa Johnson, Daughter
Kristin Safran	Kim Fiduccia, Niece John Saltzgeber, Brother Gale Saltzgeber Dad Cindi Saltzgeber, Mom
Lorin Maurer	Chris Maurer, Sibling Scott Maurer, Father Terry Maurer, Mother Karen Kuwik, Boyfriend's Mother Kevin Kuwik, Boyfriend
Mary J Abraham	Frank Siniscalco, Brother in Law Tina Siniscalco, Sister
Multiple victims, Cont 3407 crash of 2009.	Takla Smith, Relative/classmate/friend
Ronald Gonzalez	Becky Gonzalez-Rodriguez, Sister
Doug Wielinski	Karen Wielinski, Wife
Sean Lang	Lonni Cooper, Brother
Susan Wehle	Jill Reifsnnyder, Friend Dana Wehle, Sister Jonah Mink, Son Eva Friedner, Sister Dorinda Jensen, Friend

Addendum: Comments from signatories

Signatory Name		Comment
Elijah	Mwangi	Pilots should learn more about this aircraft all the mechanical problems to be solved before the aircraft can be released for operations.
Jaboma	Allan	All protocols must be observed. Proper training must be done. Justice must be served. Don't put profits ahead of humanity.
Roland	Rehorn	Dual or triple redundancy check is necessary in the event of a single faulty AOA sensor reading to prevent MCAS from activating unnecessarily. FAA certifications cannot include any individual affiliated with Boeing. The FAA requires ample resources to effectively certify all US manufactured planes in a timely manner.
Joan	Vincent	Re-certify as a new plane, All Pilots, Copilots require Simulation training, not I-Pad tutorial
Joshua	Babu	Never again should a manufacturer be allowed to get away with such a reckless behavior in pursuit of profits and pleasing shareholders. The lives of the passengers carried in their planes are more important than shareholder values and company profits. Boeing should be made to pay a very very heavy price for this behaviour and make sure that they will never repeat this approach to doing business again.
Michael	Kabugi	It would be such a great disaster and total lack of the basic human love and care for one another if we are silent and do not take action to ensure that no other man, woman or child dies from a plane crash that's as a result of gross negligence. We must ensure that all safety measures are put in place and that all companies in the air travel industry realize and recognize that they have a huge responsibility to ensure that their input in the industry does put human lives at risk.
Clariss	Moore	We lost our daughter Danielle Moore is on her way to Kenya as a UN delegate.
Karen	Wielinski	I am a Flight 3407 family member. That flight in 2009 crashed into our home in Clarence Center NY killing my husband. I support these Boeing families and their efforts.

Clariss	Moore	I lost my daughter Danielle Moore on Ethiopian Flight 302 on March 10, 2019 on her way to Kenya as a UN delegate.
Khalid	Mohamed	Please don't allow Boeing 737 MAX to come back and kill you and me.
Denis	Adhoch	I would not wish to see any other family go through what I have been through. Due diligence is key.
Chris	Moore	Full certification and simulator training should be required if the Boeing 737 Max 8 is allowed to fly again.
J. S.	Gathumbi	The crashes were not unavoidable accidents. They were ruthless multiple murders by Boeing since they knew about the defect in the component that was instrumental to the crashes but did nothing to rectify it until after the fatal crashes.
Joshua Waithaka	Kuria	Having lost my dad and best friend in the ET 302 flight, I believe the human cost of the Lion air and ET 302 incidents both involving the B737 Max 8 out ways the costs of putting requested measures in place.
Zipporah	Kuria	Dad has always been a constant in my life. My hiding place in trouble, my pick up over when I got overwhelmed and my biggest cheerleader. I can't seem to comprehend that what happened to him and other those 156 souls was preventable. That profit over people was still a concept that business run by. I won't have him walk me down the aisle on my wedding. Hear him say it's going to be okay when things get tough. His happy voice when I succeed in something. I might not even get to pick a suit for his final journey, or have a resting place for him where I can take flowers on hard days.
Matt	Messent	I still can't find the correct series of words that would completely explain the situation my parents, siblings, extended family and friends find ourselves in. The overwhelming sadness of losing our youngest brother has left a wound that will never fully be healed. By all accounts it seems that this tragedy was completely avoidable. I hope that my brothers preventable death will in some way lead to drastic changes in the airline industry and that those at fault will be shown that chasing the all mighty dollar should be the last priority when designing or revamping any new or existing air frame. Shame on you Boeing and the F.A.A. For allowing things to get to where we are now.
Mario Jorge	Rassul	Certifying this plane is an imperative of respect for the victims of the 2 accidents and recognition of family pain. It is a condition for more families not to suffer what we are suffering.

Amber	Tansky	<p>Our lives have been forever changed by the decisions made to allow such a death machine to be in the air.</p> <p>Our Micah was the absolute best person and his loss has left a tremendous wake of grief and sadness. Loosing Micah under these circumstances is completely senseless.</p> <p>All of those involved in previous decisions to let these planes fly, and current decisions going forward need to find the most important person in their lives and agree to have them put on the plane.</p> <p>You will never understand the horror of getting a phone call confirming the death.</p> <p>You will never understand the nightmares that are a part of every sleep. You cannot fathom the loss until you've lived it.</p> <p>Please please please don't permit this suffering to happen to another family.</p> <p>Do the right thing.</p>
Mohamed	Ballard	<p>I cannot ever get my brother back.</p> <p>I don't want any other families to go through what our family has been going through since March.</p> <p>My brother was a victim of a crash that should not have happened, the Max 8 737 should have been recalled after the first Lion Air crash.</p> <p>Don't allow a third crash to happen.</p> <p>Review the design of the aircraft and computer program that assists the pilots.</p> <p>If there is a way to fix the problems then create a simulator training program that will teach pilots how to save their own lives and those of their passengers if there is an emergency situation.</p> <p>Thank you.</p>
Kimberly Jade	Dunham	<p>The 737 should have had a total recertification in the 1990's and again as changes were made. Horrific loss of life and our hearts are with them.</p>
Gail	sethi	<p>Me and my family support in this cause entirely.</p>
Garima	Bassi	<p>PL do the needful urgently to save innocent lives.</p>

Rajesh

Suneja

I lost my son Capt Bhavye Suneja in the Lionair crash on 29 October 2018, being a mother, it shattered me and my family. Our family is into aviation, brother in law is into aircraft maintenance on a Vee senior position, and he was with us at Jakarta during this crisis, I, having worked, for Airindia in the various departments, for the last thirty three years, we understand the aviation deeply. We spoke to Lionair Team, NTSB Team and discussed with people working in several other airlines in India and Indonesia, other families of other victims, during the meetings and at the crash site. Bhavye had completed his Commercial pilot license from San Francisco USA, he did his ATPL also from USA, flying was his passion, and we valued FAA and hence sent Bhavye to USA for all his flying and certifications, spending off all our savings, in hope he would be a fine and safe aviator, to value safety and imbibe that culture, and he did become one of the impeccable aviators. He valued all his learning and to the extent blindly accepted FAA as the finest aviation regulator, and assumed that, FAA would see to it, that, the aircraft manufacturer Boeing could not go wrong under the watchful eyes of FAA, and so did we, almost, till he announced to me that, he was already flying max. I was perplexed and asked him, how could he do that without the long simulator sessions on the MAX simulator, as they did not have those simulators. My common sense poked me, it had made me uneasy, as I had seen the promotional video of Boeing MAX, it's vertical manoeuvres and has instantly felt, this aircraft had higher power than Boeing 737 NG. Learning, they had got the practical training session on an I pad and the aircraft gave me jitters, He assured me, this is as prescribed by Boeing. I had to go silent and my fears were eventually weaned off. I had expressed this to CNN Hongkong after the crash, and wanted the aviation communities to understand this and at the least to go for simulator sessions for this aircraft on the MAX simulators, which were not even available. Nobody responded or was alerted enough to pay heed, and the second accident happened, I was deeply hurt. This aircraft was entirely another aircraft, yet sold away as a derivative of the older B737 NG in pursuit of greed for pelf and power. MACS and a single AOA sensor, governing it and the flawed design, make it an unsafe plane to fly. I hope a better sense prevails and we learn to value human life over money.

Sangeeta

Ewen

I'm all in for more safety on the airlines!

Jenn

Brown

Please make air safety a priority. Help these families get some closure on such a horrible accident.

Kathy

Cruz

The fact that you have the lives of people in your hands every time a flight takes off should dictate better training for all.

Sofia	Krawczyk	I am friends with Ernie and Jennifer west. Please help !
Valerie	Szczepanski	Why is everybody so blind to this important crisis ..That has impacted these very nice families being torn apart.by sadness .lonliness.permanent loss.....??
Bonnie	Condon	Please be accountable.
Matt	Wehle	Every effort to secure safety for regional, national, international flights is IMPERATIVE!! Greed, politics, or apathy cannot be in the way of saving people's lives. You have no idea what it means to me to have lost my beloved sister Susan, 15 months older than me... almost a twin. Please help those now in the acute agony we were in in 2009! Please make legislation and punishment for airline casualty a priority! Thank you.
Dana	Agius	50 lives lost (51 including unborn baby) due to pilot error...insufficient training and flying hours. Overall inexperience created the recipe for this disaster.
Helen	Fortunato	More pilot and safety trainings mandatory to make 100% crash preventable. The crash was very tragic due to pilot error that claimed many lives. No one survived. It affected our lives and the community. I don't fly often because I am terrified of inexperienced pilots with lack of extensive trainings in case of emergencies.
Jess	Fortunato	More pilot and safety trainings mandatory to make 100% crash preventable. The crash was very tragic due to pilot error that claimed many lives. No one survived. It affected our lives and the community. I don't fly often because I am terrified of inexperienced pilots with lack of extensive trainings in case of emergencies.

Jess	Agius	The FAA MUST be more vigilant in certification of new aircraft. Sloppiness has led to these two disasters and we cannot let our guard down.
Marty	Cammarata	Please help our families effort.
Grail	Jonmaire	Please don't cut corners.
Paul	Flaherty	Another terrible event in the airline industry that could have been avoided . You have my support
Kim	Mink	Please do the right thing.
Jonah	Perry	The lack of oversight and action on the part of the FAA can no longer be overlooked. Your first priority must be the safety of the flying public not the interests of the airlines and manufacturers.
Denise	Perry	The FAA is an agency established to protect the flying public. It is time for this to be your top priority.
Robert	Fiduccia	The families of Flight 3407 stand strong today to fight for change in safety regulations for our family members and all families who have suffered the loss of a loved one due to poor safety standards. Change must be made so others don't endure the pain we suffer daily.
Kim	Quimby	My father was 53. It's been 10 years since the crash. We all miss him. I have four children who know stories about him but were never able to meet him. Our family continues to grieve. We hope he is able to see the Good Things from heaven. I wrote a children's book in memory of my daddy entitled The Good Things.
Jen	Green	My children and I know your grief and we are very sorry that you are enduring such anguish. Stay the difficult course you are on knowing your loved ones did not pass in vain and also stay the course for the overall good of the flying public.
Sharon	Mellett	Improve flight safety.
Kenneth	MARZOLF	I have not flown since my sister died in the crash of flight 3407 near Buffalo NY in 2009. Please make training a priority for all pilots. Thank You.

Daniel	Marzolf	Please make every effort to ensure that better safety regulations are implemented so that other families do not have to endure the tragic loss of a loved one.
Marilyn	West	One level of safety.
Jennifer	Tolsma	Please make the skies safer!
Robin	Borner	Please make the Sky's safe and not make it about money!
Cheryl	Maurer	Please do the right thing and certify the 737 - Max so that another family will not have to go the pain of losing a loved one.
Terry	Laughman	Please err on the side of safety and caution for the flying public. We do not wish for future crew or passengers to experience the loss of a loved one. Please do the right thing.
Sherry	Krasuski	The families of Flight 3407 had a bill passed in 2010, the Aviation Safety Extension Bill and have been staying on top of these issues in DC and with the FAA. The bottom line is "One Level of Safety" we stand strong for these issues and will continue to do so.
Justine	Monachino	You have the expert opinion regarding the need for additional training from an experienced Pilot, Mr. Sullenberg from the "Miracle on the Hudson". Please heed his advice and his warning that additional Flight Simulator Training is necessary. Thank you.
Michael	Srnez	Thank you for your attention.
Kristen	Kuwik	Complacency is the enemy of safety, particularly when it comes to FAA oversight of regional airlines, manufacturers, etc. We can't allow the terms of the FAA's relationship to be dictated by what is easiest or most convenient for the stakeholder. We must be extremely vigilant in this area.
Kevin	Weaver	Senseless need more training
Pamela	Tebeje	These changes are absolutely necessary before a third fatal crash happens. I would not want anyone else to go through the unreparable pain and suffering me and my family going through.

Mena	Kabau	We must put to an end prioritisation of profit over safety. My brother and others died through the recklessness and financial greed of others at Boeing and FAA. The recertification of the 737 Max must be premised on the safety of humanity, not corporate profits. As such, the Max 737 is a hugely defective plane that cannot be merely rendered safe through a mere computer upgrade. It requires fundamental restructuring of the hard ware so that it is naturally stable in the air, without any anticipated risk of stalling.
Tom	Okello	The crash robbed us of great sister, single Parent of two boys. She was AFRICAN UNION Head of Police in Somalia where she was instrumental in helping the Somalia people to set up Police force to bring about peace. That plane Should not have been allowed to be in Air. FAA you negilated your responsibility.
James	Moalim	Safety must be firs priority to everyone including FAA, those who were responsible these 2 disaster must be brought to accountable and also those from FAA who were responsible certifying Boing blenders.
Abdimunim	Mairesse	Hoping that the precautionary principle will be implemented.
Melissa	Gysae-Edkins	Boing is responsible and needs to be held accountable and charged. As far as I know, the pilots and other staff did their best.
Marianne	Almutari	I wishe a more secure transportation for every one in the world , not to miss a loved one.
Sultan	Ameha	We need justice.
Ababu	Philipp	It's not about money. Flying must become safe again.
Klaus Ellen	Philipp	This should never happen again!