

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
1	1-30	AIR-700; Flight Test Plan	11/20/2019	<p>A 30-page Boeing document titled, "Stall Testing w EFS and/or STS off."</p> <p>This document contains a description of the activities to be conducted during a flight test to demonstrate aircraft characteristics with and without the stall identification system. It describes the operation of aircraft systems and the means that will be used to test them in flight.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's products; testing methods; testing data and instrumentation calibration; test article configuration; and test criteria. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
2	31-35	RA-19-03472.pdf	11/11/2019	<p>A 5-page Boeing document titled, "Submittal of Updated Flight Test Pilot Report B1.33.AAQ-PR, "Stall Testing with EFS and/or STS off Part 2."</p> <p>This document is a Flight Test Pilot Report and a cover letter transmitting the same. The Flight Test Pilot Report contains substantive technical information about the flight test criteria for evaluation of the stall characteristics of the airplane with the Speed Trim Systems (STS) and Elevator Feel Shift (EFS), testing techniques and conditions, and Boeing test pilot analysis of the results of the flight test.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to the flight test criteria for evaluation of the stall characteristics of the airplane with the STS and EFS, techniques and conditions for evaluation, and flight test data, and Boeing analysis of the test flight. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to certification methods and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

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3	36-448	RA-19-00921 Enclosure A.pdf	3/18/2019	<p>A 413-page Boeing document titled, "737NG/737MAX Enhanced Digital Flight Control System Certification Summary, Revision G."</p> <p>This document describes the certification basis for the following systems on the aircraft: the Enhanced Digital Flight Control System (EDFCS) and integrated Autothrottle function on the 737NG and 737MAX model airplanes. In this certification summary document, Boeing provides an abbreviated technical system description and a functional hazard assessment summary, identifies the applicable requirements, and lays out the means of compliance and the certification deliverables.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record because it consists of technical information regarding Boeing's certification plan, safety analyses, and means of compliance for the EDFCS. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
4	449-451	RA-19-03822.pdf	12/18/2019	<p>A 3-page Boeing document titled, "Re-Submittal of CP 23168 Revision P, 737-8 / 737-9 Flight Control Computer Software Replacement (Version P12.1.2)."</p> <p>This document contains Boeing's request for FAA concurrence of the certification plan revision to support flight testing, including specific details related to means of compliance.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's description of its certification plan and means of compliance for the 737-8 / 737-9 Flight Control Computer Software Replacement. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

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5	452-574	RA-19-03822 Enclosure A.pdf	12/18/2019	<p>A 123-page document titled, "Certification Plan: 23168 Revision Level: P, "737-8 / 737-9 Flight Control Computer Software Replacement (Version P12.1.2).</p> <p>This document contains Boeing's certification plan for the 737-8 / 737-9 Flight Control Computer Software Replacement. This document discusses in detail how Boeing will show compliance by design review, calculation/analysis, safety assessment, flight test, software, compliance statement, and simulation.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record, as it consists of Boeing's certification plan, testing methods, and means of compliance for the 737-8 / 737-9 Flight Control Computer Software Replacement. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
6	575-717	RA-19-03822 Enclosure B.pdf	12/18/2019	<p>A 143-page document titled, "Certification Plan: 23168 Revision Level: P, "737-8 / 737-9 Flight Control Computer Software Replacement (Version P12.1.2).</p> <p>This document is a DRAFT of Certification Plan: 23168 Revision Level: P, "737-8 / 737-9 Flight Control Computer Software Replacement (Version P12.1.2) (Item # 5).</p> <p>This document contains Boeing's certification plan for the 737-8 / 737-9 Flight Control Computer Software Replacement. This document discusses in detail how Boeing will show compliance by design review, calculation/analysis, safety assessment, flight test, software, compliance statement, and simulation.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record as it consists of Boeing's certification plan, testing methods, and means of compliance for the 737-8 / 737-9 Flight Control Computer Software Replacement. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
7	8224-8225	RA-19-03915.pdf	12/20/2019	<p>A 2-page Boeing document titled, "Re-Submittal of Deliverable 2, Certification Plan 23168; 737NG/MAX Enhanced Digital Flight Control System, System Description."</p> <p>This document contains Boeing's request for FAA acknowledgement of the Re-Submittal of Deliverable 2, Certification Plan 23168; "737NG/MAX Enhanced Digital Flight Control System, System Description"</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions

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8	718-1249	RA-19-03915 Enclosure A.pdf	12/20/2019	<p>A 532-page Boeing document titled, "737NG/MAX Enhanced Digital Flight Control System, System Description, Revision V."</p> <p>This document describes in detail the Enhanced Digital Flight Control System (EDFCS) developed for use on the Boeing models 737-600, 737-700, 737-800, 737-900, 737-900ER, and associated derivative airplanes (i.e., -700/ 800 with winglets, convertible, BBJ, AEW&C). This document is intended to be an accurate and comprehensive source for technical information about the EDFCS characteristics and operation, which provides autopilot, autothrottle functions, mach trim, speed trim, flight director and altitude alert.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record as it consists of technical information and graphics related to the design and function of the EDFCS. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct access to proprietary data and information about Boeing product technology. Such information would undermine Boeing's competitive position by allowing competitors access to ideas, technology and design details that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
9	1250-1628	RA-19-00628 Enclosure A.pdf	3/28/1997	<p>A 379-page document titled, "737 NG/MAX Stabilizer Trim Control System Safety Analysis."</p> <p>The purpose of this document is to provide a description of the Stabilizer Trim Control System for the 737-6/7/800 and 737-7/-8/-9, which discusses in detail the systems' operation, implementation, operator interface and systems interfaces.</p> <p>This safety analysis was developed in order to ensure the safe operation of the 737-6/7/800 Stabilizer Control System and to show compliance with certification agency requirements.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record as it consists of Boeing's safety analysis for the 737-6/7/800/900 (737 NG) Stabilizer Control System, including design and operational details. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct access to proprietary data and information about Boeing product technology, as well as product certification methodology. Such information would undermine Boeing's competitive position by allowing competitors access to ideas, technology, design details and certification methods that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
10	1629-1630	RA-19-03613.pdf	11/22/2019	<p>A 2-page Boeing document titled, "Submittal of Deliverable 13, Certification Plan 23168; Flight Crew Operations – Compliance Report – Crew Alerting."</p> <p>This document contains Boeing's request to the FAA to review enclosed documents for compliance data deliverables regarding Submittal of Deliverable 13, Certification Plan 23168; "Flight Crew Operations – Compliance Report – Crew Alerting"</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions

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11	1631-1644	RA-19-03613 Enclosure A.pdf	11/22/2019	<p>A 14-page Boeing document titled, "Submittal of Deliverable 13, Certification Plan 23168; Flight Crew Operations – Compliance Report – Crew Alerting."</p> <p>This document contains a report detailing means of compliance with regulations applicable to crew alerting associated with the Speed Trim System (STS) and Flight Controls Computer (FCC).</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record as it consists of design, certification plan and testing details and Boeing's analysis of means of compliance related to crew alerting functions of the STS and FCC. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
12	1645	RA-19-03613 Enclosure B.pdf	11/22/2019	<p>A 1-page Boeing document titled, "Submittal of Deliverable 13, Certification Plan 23168; Flight Crew Operations – Compliance Report – Crew Alerting."</p> <p>This document is a transmittal letter that includes information regarding means of compliance with regulations associated with the crew alerting functions of the STS and FCC.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's means of compliance with certain regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to certification methods and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
13	1646-1840	RA-19-03908 Enclosure A.pdf	12/20/2019	<p>A 195-page Rockwell Collins document titled, "Plan for Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX, Revision C."</p> <p>This document contains the plan for software certification for the 737-NG/MAX airplane Flight Control Computer (FCC-730). The purpose of the document is to provide the regulatory authorities with sufficient information on the FCC-730 software life cycle to assess the acceptability of the proposed approach to the certification.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record as it contains the certification plan for the FCC-730 software. Boeing objects to the release of such information because it is third party proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct access to proprietary data and information about third party and Boeing product design and technology, as well as product certification methodology. Such information would undermine Boeing's competitive position by allowing competitors access to ideas, technology, design details and certification methods that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full

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14	1841-1844	RA-19-03908 Enclosure B.pdf	12/20/2019	<p>A 4-page Boeing document titled, "Aircraft or Aircraft Component Identification, ODA Project No. PS18-0837; Plan for Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX."</p> <p>This document discusses compliance with regulations associated with the Plan for Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's means of compliance with relevant regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to certification methods that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
15	1845-2071	RA-19-03908 Enclosure C.pdf	12/18/2019	<p>A 227-page document titled, "Plan for Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX, Revision B."</p> <p>This is a DRAFT of document of # 13. This document contains the plan for software aspects of certification for the 737-NG/MAX airplane Flight Control Computer (FCC-730). The purpose of the document is to provide the regulatory authorities with sufficient information on the FCC-730 software life cycle to assess the acceptability of the proposed approach to the certification.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record as it contains the certification plan for the FCC-730 software. Boeing objects to the release of such information because it is third party proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct access to proprietary data and information about third party and Boeing product design and technology, as well as product certification methodology. Such information would undermine Boeing's competitive position by allowing competitors access to ideas, technology, design details and certification methods that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
16	8226-8228	RA-19-03908.pdf	12/20/2019	<p>A 3-page Boeing document titled, "Re-Submittal of Boeing Document 832-8427-223 'Plan for Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX', at Revision C, in Support of Certification Project 23168, Deliverable 14."</p> <p>This document contains Boeing's request to the FAA to review/approve the Re-Submittal of Boeing Document 832-8427-223 "Plan for Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX", at Revision C, in Support of Certification Project 23168, Deliverable 14.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions

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17	2072-2180	RA-19-03451 Enclosure A.pdf	2/26/2019	<p>A 109-page Rockwell Collins document titled, "Software Accomplishment Summary for the FCC-730 Operational Program Software on the Boeing 737-NG/MAX, version P12.1."</p> <p>The purpose of this document is to show the compliance of the Flight Control Computer (FCC-730) software development and verification to the Plan for Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX. This is a technical document with detailed analysis of compliance.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record, which contains details regarding means of compliance of the 737-NG/MAX airplane Flight Control Computer (FCC-730) software for certification purposes. Boeing objects to the release of such third party information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
18	2181-2540	RA-19-03531 Enclosure A.pdf	11/25/2019	<p>A 360-page Boeing document titled, "737MAX Integrated Speed Trim System Safety Analysis; Boeing Document D241A018-25, Rev. New-Preliminary 11/4/2019."</p> <p>This document is a complete and comprehensive Integrated System Safety Analysis (ISSA) of the 737MAX Speed Trim System (STS) automatic stabilizer control. It includes details about the system architecture, control logic, and describes Boeing's safety analyses.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record consisting of Boeing's Integrated System Safety Analysis (ISSA) of the 737MAX STS, which includes technical design details and Boeing safety analyses. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
19	2541-2542	RA-19-00921 Enclosure B.pdf	3/18/2019	<p>A 2-page Boeing document titled, "Aircraft or Aircraft Component Identification, ODA Project No. PS18-0837."</p> <p>This document discuss means of compliance with regulations for the 737NG/737MAX Enhanced Digital Flight Control System</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

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20	2543-2544	RA-19-00921.pdf	3/19/2019	<p>A 2-page Boeing document titled, "Information Only Submittal of Boeing Document "737NG/737MAX Enhanced Digital Flight Control System Certification Summary," Deliverable 1, CP 23168."</p> <p>This document contains Boeing's Submittal of Boeing Document "737NG/737MAX Enhanced Digital Flight Control System Certification Summary," Deliverable 1, CP 23168.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
21	2545-2546	RA-19-03915 Enclosure B.pdf	12/20/2019	<p>A 2-page Boeing document titled, "Aircraft or Aircraft Component Identification, ODA Project No. PS18-0837."</p> <p>This document discusses Boeing's means of means of compliance with regulations for the 737NG/MAX Enhanced Digital Flight Control System</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
22	2547-2548	RA-19-02630.pdf	8/29/2019	<p>A 2-page Boeing document titled, "Re-Submittal of "Aerodynamics Stability and Control Analysis for Certification of the Low Mach Extension in the 737-7, 737-8, 737-8200 and 737-9 MCAS Control Law,' Deliverable 8 CP 23168."</p> <p>This document contains Boeing request for FAA's review/approval of Re-Submittal of "Aerodynamics Stability and Control Analysis for Certification of the Low Mach Extension in the 737-7, 737-8, 737-8200 and 737-9 MCAS Control Law,' Deliverable 8 CP 23168</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions

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23	2549-2568	RA-19-02630 Enclosure A.pdf	8/29/2019	<p>A 20-page Boeing document titled, "Aerodynamics Stability and Control Analysis for Certification of the Low Mach Extension in the 737-7, 737-8, 737-8200 and 737-9 MCAS Control Law."</p> <p>This document contains Boeing's detailed analysis and discussion of aircraft handling qualities and compliance for the Maneuvering Characteristics Augmentation System (MCAS) flight control logic.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record consisting of Boeing's safety analysis and means of compliance with regard to the MCAS flight control logic. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to data relevant to means of compliance, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
24	2569	RA-19-02630 Enclosure B.pdf	8/29/2019	<p>A 1-page Boeing document titled, "Re-Submittal of "Aerodynamics Stability and Control Analysis for Certification of the Low Mach Extension in the 737-7, 737-8, 737-8200 and 737-9 MCAS Control Law,' Deliverable 8 CP 23168."</p> <p>This document discuss compliance with regulations for the Low Mach Extension in the 737-7, 737-8, 737-8200, and 737-9 MCAS flight control logic.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
25	2570-2571	RA-19-00628.zip	2/27/2019	<p>A 2-page Boeing document titled, "Submittal of Boeing Document D251A018-6, '737 NG/MAX Stabilizer Trim Control System Safety Analysis', at Revision I, in Support of Certification Project 23168 Deliverable 9."</p> <p>This document is Boeing's request for regulatory review/approval for Boeing Document D251A018-6, "737 NG/MAX Stabilizer Trim Control System Safety Analysis", at Revision I, in Support of Certification Project 23168 Deliverable 9.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
26	2572-2575	RA-19-03531.pdf	11/27/2019	<p>A 4-page Boeing document titled, "Submittal of Preliminary "737MAX Speed Trim System (STS) Integrated System Safety Analysis (ISSA) in Support of P12.1.2 TIA."</p> <p>This document contains Boeing's comments in regard to its submittal of the preliminary compliance data deliverable regarding "737MAX Speed Trim System (STS) Integrated System Safety Analysis (ISSA) in Support of P12.1.2 TIA.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's comments and analysis regarding logical architecture, failure modes and effects analysis, fault tree analysis, and common mode analysis. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
27		RA-19-03531 Enclosure A.pdf	11/25/2019	<i>Plaintiff listed this document twice - see #18</i>			
28	2576-2953	RA-19-03531 Enclosure B.pdf	11/25/2019	<p>A 378-page document titled, "737MAX Integrated Speed Trim System Safety Analysis; Red Line Comparison File Against 10/7/19 draft."</p> <p>This document is a draft of the complete Integrated System Safety Analysis (ISSA) of the 737MAX Speed Trim System (STS), which includes detailed information about system architecture and control logic, and describes Boeing's safety analyses.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing a draft of Boeing's Complete Integrated System Safety Analysis (ISSA) of the 737MAX Speed Trim System (STS), which includes the system architecture, control logic, safety analyses, and development assurance/resource assurance processes. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
29	2954-3144	RA-19-03531 Enclosure C.xls	?	<p>FAA comments and Boeing responses to FAA questions regarding technical information on several subjects including: MCAS, Airplane Safety Assessment Activities, Speed Trim Fail Lights, High AOA Mode, etc.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's responses to FAA questions referencing several documents and subjects (i.e. MCAS, Airplane Safety Assessment Activities, Speed Trim Fail Lights, and High AOA Mode) in support of product certification. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
30	3145-3154	RA-19-03531 Enclosure D.pdf	?	<p>A 10-page Boeing document titled, "Qualitative AND Gate Analysis (FAA Action 555)."</p> <p>This document contains Boeing's detailed response to the FAA's Action 555 regarding specific task items from the Integrated System Safety Analysis (ISSA).</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record which contains Boeing's detailed analysis and response regarding cutset failures and gate combinations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
31	3155-3164	RA-19-03531 Enclosure E.pdf	?	<p>A 10-page Boeing document titled, "Qualitative AND Gate Analysis Supporting Schematics (FAA Action 555) Simplified Schematic of the P12.1.2 Cross-FCC Trim Monitor."</p> <p>This document contains detailed technical schematics of the Cross-FCC Trim Monitor from Boeing's Certification Plan.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record, which contains technical schematics of the P12.1.2 Cross-FCC Trim Monitor. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct access to Boeing design schematics, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas and design details that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
32	3165	RA-19-03531 Enclosure F.pdf	11/14/2019	<p>A 1-page Boeing document titled, "EASA's High Level Comments on the ISSA."</p> <p>This document contains EASA's meeting notes between EASA/FAA/Boeing regarding Boeing's ISSA.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record consisting of EASA's comments on Boeing safety analyses and product certification plans. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
33		RA-19-02630.pdf	8/29/2019	<i>Plaintiff listed this document twice - see #22</i>			
34	3166-3167	RA-19-01228.pdf	4/16/2019	<p>A 2-page Boeing document titled, "Submittal of Boeing Document D230A008-06, "Flight Crew Operations – 25.1302 Compliance Report – MCAS Function," at Revision A, in Support of Certification Plans 23168 and 16330."</p> <p>This document contains Boeing's request to FAA/EASA to review Boeing Document D230A008-06, "Flight Crew Operations – 25.1302 Compliance Report – MCAS Function," at Revision A, in Support of Certification Plans 23168 and 16330.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
35	3168-3207	RA-19-01228 Enclosure.pdf	4/16/2019	<p>A 40-page Boeing document titled, "Submittal of Boeing Document D230A008-06, "Flight Crew Operations – 25.1302 Compliance Report – MCAS Function," at Revision A, in Support of Certification Plans 23168 and 16330."</p> <p>This document is a comprehensive evaluation that consists of operational use case analysis, design review and error analysis, engineering simulator sessions and piloted simulator sessions of the Maneuvering Characteristics Augmentation System (MCAS) function contained in Flight Control Computer (FCC) software.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record which contains Boeing's comments, analysis and data related to the MCAS function contained in Flight Control Computer software. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
36	3208-3209	RA-19-01230.pdf	4/16/2019	<p>A 2-page Boeing document titled, "Submittal of Deliverable 26, '737NG/MAX Stabilizer Trim Control System Safety Analysis Rev. L – Preliminary,' for Certification Plan 23168."</p> <p>This document is Boeing's Submittal of Deliverable 26, "737NG/MAX Stabilizer Trim Control System Safety Analysis Rev. L – Preliminary," for Certification Plan 23168 for Information Only</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
37	3210-3593	RA-19-01230 Enclosure.pdf	4/15/2019	<p>A 384-page document titled, "737 NG/MAX Stabilizer Trim Control System Safety Analysis."</p> <p>This document provides the System Safety Analysis for the 737-6/7/800/900 (737 NG) Stabilizer Control System, which analyzes its operation, implementation, operator interface, system interfaces, and compliance with regulations.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's comments and analysis, including the system description, tables for certification and means of compliance, functional hazard assessment summary and failure modes and effect analysis, fault tree analysis and discussion on common mode failures regarding the 737 NG/MAX Stabilizer Trim Control System. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
38	3594-3598	0343.pdf	5/10/2019	<p>A 5-page Boeing document titled, "Submittal of Boeing Document 'Flight Crew Operations 25.1302 Compliance Report-MCAS, at Revision A, in Support of Certification Plans 23168 and 16330, Deliverable Numbers 19 and 29, and Project Numbers PS18-0837 and PS18-0037."</p> <p>This document contains Boeing's request for regulatory review/approval of Boeing Document "Flight Crew Operations 25.1302 Compliance Report-MCAS," at Revision A, in Support of Certification Plans 23168 and 16330, Deliverable Numbers 19 and 29, and Project Numbers PS18-0837 and PS18-0037</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
39	3599-3612	REF ISSA Comment 269 AOA Subsystem FMEA D0030215_b1.pdf	10/17/2000	<p>A 14-page UTC document titled, "Failure Modes and Effects Analysis for Rosemount Aerospace Model 0861FL1 Angel of Attack Sensor."</p> <p>This report presents a detailed analysis on the Failure Modes and Effects Analysis (FMEA) for an Angle of Attack Sensor, which is a sensor that provides input to the flight control system software.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record, which contains Boeing's comments and analysis, including charts and graphics, regarding the Failure Modes and Effects Analysis (FMEA) for Rosemount's model 0861FL1 Angle of Attack Sensor (AOAS). Boeing objects to the release of such third party information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
40	3613-3615	RA-19-01438.pdf	5/6/2019	<p>A 3-page Boeing document titled, "Submittal of Deliverable 29, Certification Plan 23168; Flight Test Pilot Report, B5.02.ACR, '737MAX Enhanced Digital Flight Control System (EDFCS) P12.1.1 Flight Control Computer (FCC) Engineering Flight Test,' dated April 16, 2019."</p> <p>This document is Boeing's request to review Deliverable 29, Certification Plan 23168; Flight Test Pilot Report, B5.02.ACR, "737MAX Enhanced Digital Flight Control System (EDFCS) P12.1.1 Flight Control Computer (FCC) Engineering Flight Test," dated April 16, 2019, including a detailed Flight Test Pilot Report discussing functionality of the Maneuvering Characteristics Augmentation Systems (MCAS).</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's comments on proper functionality of the Maneuvering Characteristics Augmentation Systems (MCAS) control law enhancements. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
41	3616-3618	0820.pdf	10/1/2019	<p>A 3-page FAA document titled, "Federal Aviation Administration (FAA) Initial Comments on Preliminary; 737MAX Integrated Speed Trim system Safety Analysis, PRELIMINARY dated September 10, 2019."</p> <p>This document describes the FAA's initial comments on Boeing's preliminary 737MAX Integrated Speed Trim System Safety Analysis (ISSA), including specific actions and follow up items, with detailed technical information about the 737 speed trim system contained in the comments.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record, including detailed comments from the FAA regarding failure conditions in the Functional Hazard Assessment (FHA). Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
42	3619-3621	RA-19-02768.pdf	9/10/2019	<p>A 3-page Boeing document titled, "Submittal of Preliminary '737MAX Integrated Speed Trim Safety Analysis' in Support of Alignment to Proceed with 25.1302 Evaluations."</p> <p>This document contains Boeing's submittal of preliminary compliance data regarding the "737MAX Integrated Speed Trim Safety Analysis"</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's data, comments and compliance analysis regarding the 737MAX Integrated Speed Trim Safety Analysis. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
43	3622-3904	RA-19-02768 Enclosure A.pdf	9/10/2019	<p>A 283-page Boeing document titled, "737MAX Integrated Speed Trim System Safety Analysis."</p> <p>This document is a complete Integrated System Safety Analysis (ISSA) of the 737MAX Speed Trim System (STS), which includes detailed information about system architecture and control logic, and describes Boeing's safety analyses.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record pertaining to Boeing's comprehensive safety analysis of the Speed Trim System (STS) automatic stabilizer control including consideration of all interfacing signals and components. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
44	3905-4225	RA-19-02768 Enclosure B.pdf	9/10/2019	<p>A 321-page Boeing document titled, "737MAX Integrated Speed Trim System Safety Analysis (Red Line Comparison File)."</p> <p>This document is a draft of the complete Integrated System Safety Analysis (ISSA) of the 737MAX Speed Trim System (STS) including the system architecture, control logic, safety analyses, and development assurance/resource assurance processes.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record, which contains a draft of Boeing's comprehensive safety analysis of the Speed Trim System (STS) automatic stabilizer control, including consideration of all interfacing signals and components. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
45	4226-4303	RA-19-02768 Enclosure C.xlsx	9/10/2019	<p>A 78-page Boeing document titled, "Consolidated Integrated Speed Trim System Safety Analysis Comments List."</p> <p>This is a draft document that contains FAA questions/comments and Boeing responses to several subjects, including technical information and data about MCAS, Airplane Safety Assessment Activities, Speed Trim Fail Lights, High AOA Mode, etc.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing FAA technical comments and Boeing responses regarding several subjects including, MCAS, Airplane Safety Assessment Activities, Speed Trim Fail Lights, High AOA Mode, etc. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
46	4304-4343	AIR-700; Flight Test Plan	11/19/2019	<p>A 40-page Boeing document titled, "Control System Malfunction Testing With EFS and/or STS Failures S1.33.AAB."</p> <p>This document is a Flight Test Plan to demonstrate aircraft characteristics with and without the stall identification system. The stall identification system is comprised of both the Speed Trim System (STS) and Elevator Feel Shift (EFS). The document contains technical information about aircraft systems and the means by which they will be tested.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's products; testing methods; test article configuration; the data system and instrumentation calibration; data required; test requirements; test limitations; and risk management. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
47	4344-4345	RA-19-03926.pdf	12/23/2019	<p>A 2-page Boeing document titled, "Informational Only - P12.1..2 CFTP C5.02.AAT, Deliverable 36 of Cert Plan 23168 and supporting documents."</p> <p>This document contains Boeing's submittal of P12.1..2 CFTP C5.02.AAT, Deliverable 36 of Cert Plan 23168 and supporting documents - Informational Only.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
48	4346-4384	RA-19-03926 Enclosure A.pdf	12/21/2019	<p>A 39-page Boeing document titled, "737 Max Enhanced Digital Flight Control System (EDFCS) P12.1.2 Flight Control Computer (FAA) Software Certification Flight Test."</p> <p>The document contains technical information and describes the flight test to demonstrate the Speed Trim System (STS) updates, which include the Maneuvering Characteristics Augmentation System (MCAS) control law enhancements implemented in the P12.1.2 Flight Control Computer (FCC) software on the Boeing model 737 MAX for certification.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record related to Boeing's demonstration of compliance to intended function and proper functionality of the Enhanced Digital Flight Control System under test during flight, along with additional S&C test points to show airplane handling qualities; this includes regulations and method of compliance; success criteria; test equipment; instrumentation; test limitations; test conditions; and risk management. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
49	4385	RA-19-03926 Enclosure B.pdf	12/20/2019	<p>A 1-page Boeing document titled, "Aircraft of Aircraft Component Identification ODA Project No. PS18-0837; Certification Flight Test Plan (CFTP)- 737 MAX Enhanced Digital Flight Control System (EDFCS) P12.1.2 Flight Control Computer (FAA) Software Certification Flight Test."</p> <p>This document discusses compliance with regulations in connection with the Certification Flight Test Plan (CFTP) - 737 MAX ENHANCED DIGITAL FLIGHT CONTROL SYSTEM (EDFCS) P12.1.2</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's means of compliance with certain regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to certification methods and means of compliance that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
50	4386	RA-19-03926 Enclosure C.pdf	?	<p>A 1-page Boeing document titled, "Flight Test Plan Feedback."</p> <p>This document contains FAA comments and Boeing responses in connection with a specific flight test plan, with technical information about aircraft systems contained in the discussion.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing the FAA's and Boeing's comments regarding Boeing's flight test plan. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to certification methods and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
51	4387	RA-19-03926 Enclosure D.pdf	?	<p>A 1-page document titled, "Cert Flight Condition Matrix."</p> <p>This document contains a matrix of Certification Flight Conditions related to the flight test plan.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this document, which consists of Boeing's Matrix of Certification Flight Conditions applicable to Boeing's flight test plan. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to certification methods and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
52	4388	0007.pdf	12/19/2019	<p>A 1-page Boeing document titled, "Submittal of Additional Flight Test Pilot Report B1.42.ABD-PR, "737 MAX MCAS Inoperative Evaluation," Deliverable 38, Cert Plan 23168."</p> <p>This document is Boeing's submittal of Additional Flight Test Pilot Report B1.42.ABD-PR, "737 MAX MCAS Inoperative Evaluation," Deliverable 38, Cert Plan 23168</p>	N/A		Document released in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
53	4389	0582.pdf	7/1/2019	<p>A 1-page Boeing document titled, "Submittal of 737 Manual Stabilizer Trim Wheel Force Evaluation and Simulation Model Validation."</p> <p>This document contains Boeing request to the FAA to review the Stabilizer Trim Wheel Force Evaluation and Simulation Validation Report.</p>	Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.	(b)(6)	Produced with redactions
54	4390-4391	RA-19-02115.pdf	7/1/2019	<p>A 2-page Boeing document titled, "Submittal of 737 Manual Stabilizer Trim Wheel Force Evaluation and Simulation Model Validation."</p> <p>This document contains Boeing's request for FAA to review 737 Manual Stabilizer Trim Wheel Force Evaluation and Simulation Model Validation.</p>	Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.	(b)(6)	Produced with redactions
55	4392-4434	RA-19-02115 Enclosure.pdf	7/1/2019	<p>A 45-page Boeing document titled, "737 Manual Stabilizer Trim Wheel Force Evaluations and Simulation Model Validation."</p> <p>This document provides an overview description of the manual stabilizer trim wheel system and discusses the test conditions selected and rationale for the flight tests conducted on 1E001, a 737-7, including Boeing's detailed comments/analysis of the test results.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's technical comments and descriptions of the manual stabilizer trim wheel system, the method and ergonomic evaluation of pilot-applied trim wheel forces, the test conditions selected and rationale for the flight tests conducted on 1E001, a 737-7. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
56	4435	0949.pdf	11/11/2019	<p>A 1-page Boeing document titled, "Submittal of Updated Flight Test Pilot Report B1.33.AAQ-PR, "Stall Testing with EFS and/or STS off Part 2," Deliverable 46, Cert Plan 23168."</p> <p>This document confirms Boeing's submittal of Updated Flight Test Pilot Report B1.33.AAQ-PR, "Stall Testing with EFS and/or STS off Part 2," Deliverable 46, Cert Plan 23168.</p>	N/A		Document released in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
57	4436	0623.pdf	6/14/2019	<p>A 1-page Boeing document titled, "Submittal of 737MAX Certification Maintenance Requirements Document, Deliverable 34, Certification Plan 23168."</p> <p>This document contains Boeing's request for regulatory review/approval of 737MAX Certification Maintenance Requirements Document, Deliverable 34, Certification Plan 23168, with technical information contained in the body of the document.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record, including Boeing's comments on specific changes made to the certification plan. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Produced with redactions
58	4437-4438	RA-19-03351.pdf	11/1/2019	<p>A 2-page Boeing document titled, "Submittal of Simulator Certification Flight Test Plan, Deliverable 35, Certification Plan 23168."</p> <p>This document contains Boeing request for regulatory review of Simulator Certification Flight Test Plan, Deliverable 35, Certification Plan 23168.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
59	4439-4543	RA-19-03351 Enclosure.pdf	11/1/2019	<p>A 105-page document titled, "737 MAX Enhanced Digital Flight Control System (EDFCS) P12.1.1 Flight Control Computer (FCC) Software Certification Simulator Test."</p> <p>This document contains technical information describing a flight simulator test of the aircraft flight control system. The purpose of the test is to demonstrate the control logic enhancements implemented in the software, in order to support certification. This test is designed to show compliance to intended function and proper functionality of the system under test; in addition, select conditions will provide evaluation for continued safe flight and landing, hazard assessment, and system effects during various abuse and failure scenarios.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record, pertaining to Boeing's information related to demonstrating compliance to intended function and proper functionality of the Enhanced Digital Flight Control System (EDFCS) P12.1.2 Flight Control Computer (FCC) software; this includes regulations and methods of compliance, success criteria; test equipment; instrumentation; test limitations; test conditions; and risk management. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
60	4544-4583	C5.02.AAT Rev C.pdf	12/22/2019	<p>A 40-page Boeing document titled, "737 Max Enhanced Digital Flight Control System (EDFCS) P12.1.2 Flight Control Computer (FCC) Software Certification Flight Test."</p> <p>This document contains a description of the activities to be conducted during a test to demonstrate the Speed Trim System (STS) updates, which include the Maneuvering Characteristics Augmentation System (MCAS) control law enhancements implemented in the Flight Control Computer (FCC) software on the Boeing model 737 MAX, in support of certification. It describes the operation of aircraft systems and the means that will be used to test them. In addition, this document contains detailed analysis demonstrating compliance to the applicable regulations including success criteria; test equipment; instrumentation; test limitations; test conditions; and risk management considerations.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's information related to demonstrating compliance to intended function and proper functionality of the system under test during flight, along with additional S&C test points to show airplane handling qualities; this includes regulations and method of compliance, success criteria; test equipment; instrumentation; test limitations; test conditions; and risk management considerations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
61	4584-4590	RA-19-03882.pdf	12/19/2019	<p>A 7-page Boeing document titled, "Submittal of Additional Flight Test Pilot Report B1.42.ABD-PR, "737 MAX MCAS Inoperative Evaluation," Deliverable 38, Cert Plan 23168."</p> <p>This document contains Boeing's request to review Additional Flight Test Pilot Report B1.42.ABD-PR, "737 MAX MCAS Inoperative Evaluation," Deliverable 38, Cert Plan 23168, including the Flight Test Pilot Report describing the handling characteristics of the MCAS inoperative. It contains technical information about aircraft systems.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's comments and information relating to the evaluation of the handling qualities with the Maneuvering Characteristics Augmentation System (MCAS). Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
62	4591-4592	RA-19-00629.pdf	3/4/2019	<p>A 2-page Boeing document titled, "Submittal of Boeing Document D241A018-12, "737 NG/MAX ENHANCED DIGITAL FLIGHT CONTROL SYSTEM, AUTOTHROTTLE, AND YAW DAMPER SAFETY ANALYSISMODEL: 737-600/700/800/900, 737-7/8/9", at Revision N, in Support of CP23168 Del 10."</p> <p>This document contains Boeing's request for regulatory review/approval for Boeing Document D241A018-12, "737 NG/MAX ENHANCED DIGITAL FLIGHT CONTROL SYSTEM, AUTOTHROTTLE, AND YAW DAMPER SAFETY ANALYSISMODEL: 737-600/700/800/900, 737-7/8/9", at Revision N, in Support of CP23168 Del 10.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
63	4593-6295	RA-19-00629 Encl A.pdf	2/28/2019	<p>A 1703-page document titled, "737 NG/MAX Enhanced Digital Flight Control System, Autothrottle, and Yaw Damper Safety Analysis Model: 737-600/700/800/900, 737-7/8/9."</p> <p>This document provides an updated safety analysis for the new Enhanced Digital Flight Control System (EDFCS) configuration. The primary purpose is to document systems compliance to the safety requirements, and it contains technical information and analysis relating to the system.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's detailed safety analysis for the new Enhanced Digital Flight Control System (EDFCS) configuration. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
64	6296	RA-19-00629 Encl B.pdf	3/1/2019	<p>A 1-page Boeing document titled, "Aircraft or Aircraft Component Identification, ODA Project No. PS18-0837; 737 NG/MAX Enhanced Digital Flight Control System, Autothrottle, and Yaw Damper Safety Analysis."</p> <p>This document discusses compliance with regulations with respect to the 737 NG/MAX Enhanced Digital Flight Control System, Autothrottle, and Yaw Damper Safety Analysis.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to compliance data and means of compliance with regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
65	6297-6304	RA-19-00434 Enclosure A.pdf	2/26/2019	<p>A 5-page Boeing document titled, "Document 23147-6 Revision New, "Flight Crew Operations – Compliance Report – Crew Alerting", Certification Plan 23147 Revision A, Deliverable #6."</p> <p>This document contains Boeing's comments/analysis of the updated "AOA DISAGREE flight crew alert", including technical information related to means of compliance with regulations.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's analysis of the updated AOA DISAGREE flight crew alert for compliance to specific regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
66	6305-6306	RA-19-01899.pdf	6/25/2019	<p>A 2-page Boeing document titled, "Submittal of Compliance Data Deliverable #14 for Certification Plan 23147, '737-8/-9 Displays Software Block Point 1.5 and 1.5.1'."</p> <p>This document contains Boeing's request for regulatory review/approval of Compliance Data Deliverable #14 for Certification Plan 23147, "737-8/-9 Displays Software Block Point 1.5 and 1.5.1"</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
67	6307-6509	RA-19-01899 Enclosure A.pdf	6/11/2019	<p>A 203-page Rockwell Collins document titled, "MAX Display System (MDS) Plan for Software Aspects of Certification (PSAC)."</p> <p>This document contains detailed technical information and data, including charts/images and comments/analysis of the software developed for the 737 MAX Display System (MDS).</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's comments and analysis regarding software certification considerations, software life cycle, software life cycle data, schedule, and additional considerations regarding the software developed for the 737 MAX Display System (MDS). Boeing objects to the release of such information because it is third party proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
68	6510-6511	RA-19-01899 Enclosure B.pdf	6/24/2019	<p>A 2-page Boeing document titled, "Aircraft are Aircraft Component Identification, ODA Project No. PS18-044, MAX Display System (MDS) Plan for Software Aspects of Certification (PSAC)."</p> <p>This document discuss compliance with regulations regarding the MAX Display System (MDS) Plan for Software Aspects of Certification (PSAC).</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
69	6512-6513	RA-19-02382.pdf	8/5/2019	<p>A 2-page document titled, "Information Only – Submittal of Compliance Data Deliverables #17 and #19 for Certification Plan 23147, '737-8/-9 Displays Software Block Points 1.5 and 1.5.1'."</p> <p>This document is Boeing's Submittal of Compliance Data Deliverables #17 and #19 for Certification Plan 23147, "737-8/-9 Displays Software Block Points 1.5 and 1.5.1" - Information Only</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
70	6514-6852	RA-19-02382 Enclosure A.pdf	7/19/2019	<p>A 339-page Boeing document titled, "737-7/-8/-9 MAX Display System (MDS) Certification Summary, Revision M."</p> <p>This document provides Boeing's detailed summary of the certification activities performed for the MAX Display System (MDS), Certification Plan (CP) 13487 for the 737-8 Amended Type Certification. As such, it contains detailed technical information and discusses methods for accomplishing certification.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's analysis and summary of the certification activities performed for the MAX Display System (MDS). Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
71	6853	RA-19-02382 Enclosure B.pdf	8/1/2019	<p>A 1-page Boeing document titled, "Aircraft or Aircraft Component Identification, ODA Project No. PS18-0844; 737-7/-8/-9 MAX Display System (MDS) Certification Summary."</p> <p>This document discusses compliance with regulations regarding the 737-7/-8/-9 MAX Display System (MDS) Certification Summary</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
72	6854-6926	RA-19-02382 Enclosure C.pdf	6/26/2019	<p>A 73-page Boeing document titled, "737 MAX Display System (MDS) Development Assurance Accomplishment Summary (DAAS), Revision E."</p> <p>This document summarizes the MAX Display System (MDS) development assurance (DA) accomplishments in accordance with Boeing's certification plans and specific regulatory compliance requirements.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's analysis of the processes performed, artifacts created, and assessments conducted regarding the 737 MAX Display System (MDS) Development Assurance Accomplishment Summary (DAAS). Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
73	6927	RA-19-02382 Enclosure D.pdf	8/1/2019	<p>A 1-page Boeing document titled, "Aircraft or Aircraft Component Identification, ODA Project No. PS18-0844; 737 MAX Display System (MDS) Development Assurance Accomplishment Summary (DAAS)."</p> <p>This document discusses compliance with regulations regarding the 737 MAX Display System (MDS) Development Assurance Accomplishment Summary (DAAS)</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
74	6928-6946	Updated Preliminary Figure 6-4 Erroneous MCAS Function Operation Dec 19 2019.pdf	12/19/2019	<p>A 19-page Boeing document titled, "Aircraft or Aircraft Component Identification, ODA Project No. PS18-0844; 737 MAX Display System (MDS) Development Assurance Accomplishment Summary (DAAS)."</p> <p>This document contains a detailed discussion and analysis of the logic of system operation.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's comments and analysis regarding the 737 MAX Display System (MDS) Development Assurance Accomplishment Summary (DAAS). Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
75	6947-6960	AIR-700; Flight Test Plan	6/17/2019	<p>A 14-page Boeing document titled, "737 MAX Enhanced Digital Flight Control System (EDFCS) P12.1.1 Flight Control Computer (FCC) Software Certification Flight Test."</p> <p>This document contains technical information about the flight test used to demonstrate the Maneuvering Characteristics Augmentation System (MCAS) control law enhancements implemented in the Flight Control Computer (FCC) software on the Boeing model 737 Max for the purposes of certification. In addition, the document contains detailed analysis on specific regulations and methods of compliance; success criteria; test equipment; instrumentation; test limitations; test conditions; and risk management considerations.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's analysis and information relating to this flight test demonstrating proper operation of the enhanced MCAS control law, including regulations and methods of compliance; success criteria; test equipment; instrumentation; test limitations; test conditions; and risk management considerations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
76	6961-7065	AIR-700; Flight Test Plan	11/1/2019	<p>A 105-page Boeing document titled, "737 MAX Enhanced Digital Flight Control System (EDFCS) P12.1.2 Flight Control Computer (FCC) Software Certification Simulator Test."</p> <p>This document contains a description of the activities to be conducted during a test to demonstrate control logic enhancements implemented in the Enhanced Digital Flight Control System (EDFCS) Flight Control Computer (FCC) software on the Boeing model 737 MAX, in support of certification. It describes the operation of aircraft systems and the means that will be used to test them. In addition, this document contains detailed analysis demonstrating compliance to the applicable regulations, including success criteria; test equipment; instrumentation; test limitations; test conditions; and risk management.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's analysis and information relating to this flight test demonstrating compliance to the applicable regulations, including success criteria; test equipment; instrumentation; test limitations; test conditions; and risk management. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
77	7066-7105	AIR-700; Flight Test Plan	1/9/2020	<p>A 40-page Boeing document titled, "737 MAX Enhanced Digital Flight Control System (EDFCS) P12.1.2 Flight Control Computer (FCC) Software Certification Flight Test."</p> <p>This document contains a description of the activities to be conducted during a test to demonstrate the Speed Trim System (STS) updates, which include the Maneuvering Characteristics Augmentation System (MCAS) control law enhancements implemented in the Flight Control Computer (FCC) software on the Boeing model 737 MAX, in support of certification. It describes the operation of aircraft systems and the means that will be used to test them. In addition, this document contains detailed analysis demonstrating compliance to the applicable regulations including success criteria; test equipment; instrumentation; test limitations; test conditions; and risk management considerations.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's comments and analysis to show compliance to intended function and proper functionality of the system under test during flight. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	This document is a duplicate of document "C5.02.AAT Rev C", which was produced with redactions (see item 60)
78		AIR-700; Flight Test Plan	11/19/2019	<i>Plaintiff listed this document twice - see #46</i>			
79	7106-7107	RA-19-00351.pdf	2/6/2019	<p>A 2-page Boeing document titled, "Submittal of Compliance Data Deliverable #1 for Certification Plan 23147, '737-7/-8/-9 Displays Software Block Point 1.5'."</p> <p>This document contains Boeing's request for regulatory review/approval of Compliance Data Deliverable #1 for Certification Plan 23147, "737-7/-8/-9 Displays Software Block Point 1.5"</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
80	7108-7299	RA-19-00351 Encl A.pdf	12/14/2018	<p>A 192-page Rockwell Collins document titled, "MAX Display System (MDS) Plan for Software Aspects of Certification (PSAC)."</p> <p>This document contains detailed technical information including charts/images and comments/analysis of the software developed for the 737 MAX Display System (MDS).</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's comments and analysis related to certification, as well as technical information and data related to the system overview, software overview, certification considerations, software life cycle, software life cycle data, schedule, and additional considerations for the software developed for the 737 MAX Display System (MDS). Boeing objects to the release of such information because it is third party proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
81	7300-7301	RA-19-00351 Encl B.pdf	2/6/2019	<p>A 2-page Boeing document titled, "Aircraft of Aircraft Component Identification , ODA Project No. PS18-0844; MAX Displays System (MDS) Plan for Software Aspects of Certification (PSAC)."</p> <p>This document discusses compliance with regulations regarding the MAX Displays System (MDS) Plan for Software Aspects of Certification (PSAC)</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
82		RA-19-00434.pdf	2/26/2019	<p>A 2-page Boeing document titled, "Informational copy of Document 23147-6 Revision New, "Flight Crew Operations – Compliance Report – Crew Alerting", Certification Plan 23147 Revision A, Deliverable #6."</p> <p>This document contains Boeing's submittal of an informational copy of Document 23147-6 Revision New, "Flight Crew Operations –Compliance Report – Crew Alerting", Certification Plan 23147 Revision A, Deliverable #6</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
83	7302-7306	1083.pdf	1/3/2020	<p>A 5-page FAA document titled, "The Boeing Company (TBC) Regulatory Administration (RA) Project Number PS18-0837, 'Re-Submittal of Plan for Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX, at Revision C'."</p> <p>This document contains the FAA's BASOO Branch Organization Management Team (OMT) review of the Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX, at Revision C document, which includes detailed comments and action items that contain and describe proprietary design and technical information.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record included in the FAA's comments on the Software Aspects of Certification for the FCC-730 on the Boeing 737-NG/MAX. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
84	7307-7308	RA-19-03956.pdf	12/30/2019	<p>A 2-page Boeing document titled, "Information to Supplement the Submittal of 737 NG/MAX Enhanced Digital Flight Control System, Autothrottle, and Yaw Damper Safety Analysis-Preliminary, Deliverable 27 of Certification Plan 23166 737-8, 737-9."</p> <p>This document contains Boeing submittal of supplemental information regarding the 737 NG/MAX Enhanced Digital Flight Control System, Autothrottle, and Yaw Damper Safety Analysis.</p>	Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.	(b)(6)	Produced with redactions
85	7309-7310	RA-19-01935.pdf	6/17/2019	<p>A 2-page Boeing document titled, "Submittal of Certification Flight Test Plan (Abstract), Deliverable 21, Certification Plan 23168."</p> <p>This document contains Boeing's request for regulatory review of Certification Flight Test Plan (Abstract), Deliverable 21, Certification Plan 23168.</p>	Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.	(b)(6)	Produced with redactions
86	7311-7383	RA-19-01935 Enclosure.pdf	6/13/2019	<p>A 73-page Boeing document titled, "737 MAX Enhanced Digital Flight Control System (EDFCS) P12.1.1 Flight Control Computer (FCC) Software and Failure Evaluation Certification CAB Test."</p> <p>This document describes a test that demonstrates the Speed Trim System (STS) updates, Maneuvering Characteristics Augmentation System (MCAS) control logic enhancements, autopilot trim updates, and new software column cutouts implemented in the Flight Control Computer (FCC) software on the Boeing model 737 Max simulator, in support of certification. It describes the operation of aircraft systems and the means that used to test them. In addition, this document contains detailed analyses demonstrating compliance to the applicable regulations including success criteria and test article configuration.</p>	Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's comments and analysis regarding the 737 MAX Enhanced Digital Flight Control System (EDFCS) P12.1.1 Flight Control Computer (FCC) Software and Failure Evaluation Certification CAB Test. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.	(b)(4)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
87	7384-7400	B737 MAX CMR RA-19-01917 GRID sign	6/14/2019	<p>A 17-page Boeing document titled, "Submittal of 737MAX Certification Maintenance Requirements Document, Deliverable 34, Certification Plan 23168."</p> <p>This document describes technical information relating maintenance requirements that resulted from Model 737-7/8/8200/9/10 airplane certification activities.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's maintenance requirements that resulted from Model 737-7/8/8200/9/10 airplane certification activities. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
88	7401-7417	A-19-01917.pdf	6/14/2019	<p>A 17-page Boeing document titled, "Submittal of 737MAX Certification Maintenance Requirements Document, Deliverable 34, Certification Plan 23168."</p> <p>This document discusses compliance with regulations and Boeing's analysis regarding maintenance requirements that resulted from Model 737-7/8/8200/9/10 airplane certification activities.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's comments and analysis regarding the maintenance requirements that resulted from Model 737-7/8/8200/9/10 airplane certification activities. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
89	7418	RFA_signed_RA-19-01917.pdf	6/17/2019	FAA internal routing slip			Document released in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
90	7419-7421	RA-19-03612.pdf	11/22/2019	<p>A 3-page Boeing document titled, "Submittal of 737MAX Certification Maintenance Requirements Document, Deliverable 52, Certification Plan 23168."</p> <p>This document contains Boeing's submittal of compliance data regarding 737MAX Certification Maintenance Requirements Document, Deliverable 52, Certification Plan 23168, and contains a discussion of technical information.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's comments to the FAA regarding the compliance data of the 737MAX Certification Maintenance Requirements. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions
91	7422-7435	RA-19-03612 Enclosure A.pdf	11/5/2019	<p>A 14-page Boeing document titled, "737-7/8/8200/9/10 Certification Maintenance Requirements D626A011-9-03."</p> <p>This document discusses compliance with regulations and Boeing's analysis regarding maintenance requirements that resulted from Model 737-7/8/8200/9/10 airplane certification activities.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's descriptions of means of compliance and CMR Tasks regarding the maintenance requirements that resulted from Model 737-7/8/8200/9/10 airplane certification activities. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Produced with redactions
92	7436	RA-19-03612 Enclosure B.pdf	11/1/2019	<p>A 1-page Boeing document titled, "737-7/8/8200/9/10 CMR Document Bundle Checklist- November 2019."</p> <p>This document contains the 737-7/8/8200/9/10 CMR Document Bundle Checklist</p>	N/A		Document released in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
93	7437-7450	RA-19-03612 Enclosure C.pdf	11/1/2019	<p>A 14-page Boeing document titled, "737-7/8/8200/9 Certification Maintenance Requirements, Meeting Notes and Fault Code Data."</p> <p>This document contains Boeing's analysis, meeting notes, and fault code data regarding the 737-7/8/8200/9 Certification Maintenance Requirements.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's technical comments and analysis regarding the 737-7/8/8200/9 Certification Maintenance Requirements. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
94	7451	0098.pdf	2/6/2019	<p>A 1-page Boeing document titled, "Submittal of Compliance Data Deliverable #1 for Certification Plan 23147, "737-7/-8/-9 Displays Software Block Point 1.5"."</p> <p>This document contains Boeing's submittal of Compliance Data Deliverable #1 for Certification Plan 23147, "737-7/-8/-9 Displays Software Block Point 1.5"</p>	N/A		Document released in full
95		RA-19-00351 with Enclosures A & B	2/6/2019	<i>Plaintiff listed these documents twice - see #81 and 82</i>			
96		RA-19-00434 Enclosure B.pdf	2/22/2019	<p>A 1-page Boeing document titled, "Statement of Compliance With Airworthiness Standards (as defined in Certification Plan 23147, submittal ref # 6."</p> <p>This document discusses means of compliance with regulations applicable to the flight crew alerting system.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
97	7452	0750.pdf	6/25/2019	<p>A 1-page Boeing document titled, "Submittal of Compliance Data Deliverable #14 for Certification Plan 23147, '737-8/-9 Displays Software Block Point 1.5 and 1.5.1'."</p> <p>This document contains Boeing's submittal of Compliance Data Deliverable #14 for Certification Plan 23147, "737-8/-9 Displays Software Block Point 1.5 and 1.5.1," and contains a discussion of technical information.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Produced with redactions
98	7453	1044.pdf	10/31/2019	<p>1-page Boeing document titled, "Resubmittal of Certification Plan 23147, Revision G, "737-8/-9 Displays Software Block Point 1.5 and 1.5.1'."</p> <p>This document contains Boeing's Resubmittal of Certification Plan 23147, Revision G, "737-8/-9 Displays Software Block Point 1.5 and 1.5.1," and contains a discussion of technical information.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's products; testing methods; testing data and instrumentation calibration; test article configuration; and test criteria. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Produced with redactions
99	7454-7481	RA-19-03329.pdf	10/31/2019	<p>A 2-page Boeing document titled, "Resubmittal of Certification Plan 23147, Revision G, '737-8/-9 Displays Software Block Point 1.5 and 1.5.1'."</p> <p>This document contains Boeing's resubmittal request for Regulatory Review/Approval for the Certification Plan 23147, Revision G, "737-8/-9 Displays Software Block Point 1.5 and 1.5.1"</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
100		RA-19-03329 Enclosure.pdf	10/31/2019	<p>This document contains Boeing's Resubmittal of Certification Plan 23147, Revision G, "737-8/-9 Displays Software Block Point 1.5 and 1.5.1," and contains a discussion of technical information.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's comments and analysis of the certification plan regarding the 737-8/-9 Displays Software Block Points 1.5 and 1.5.1. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
101	7482-7483	RA-19-03268.pdf	11/11/2019	<p>A 2-page Boeing document titled, "Resubmittal of Compliance Data Deliverable #15 for Certification Plan 23147, "737-8/-9 Displays Software Block Points 1.5 and 1.5.1". "</p> <p>This document contains Boeing's Resubmittal Request of Regulatory Review/Approval of Compliance Data Deliverable #15 for Certification Plan 23147, "737-8/-9 Displays Software Block Points 1.5 and 1.5.1"</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
102	7484-7488	RA-19-03268 Enclosure A.pdf		<p>A 5-page Boeing document titled, "Boeing Responses to FAA Letter 860-19-0751."</p> <p>This document contains Boeing responses to FAA Letter 860-19-0751 requesting additional Boeing follow up/clarifications related to design specifics, technical documentation and responses to open problem reports.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing Boeing's provision of technical and design data and information to the FAA in response to inquiries related to certification. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
103	7489-7911	RA-19-03268 Enclosure B.pdf	6/24/2019	<p>A 423-page Rockwell Collins document titled, "MAX Display System (MDS) Software Accomplishment Summary (SAS) ."</p> <p>This document contains detailed technical information including charts/images and comments/analysis of the software developed for the 737 MAX Display System (MDS).</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing supplier technical comments and analysis with regard to software developed for the 737 MAX Display System (MDS). Boeing objects to the release of such third party information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full
104	7912-7913	RA-19-03268 Enclosure C.pdf	7/29/2019	<p>A 2-page Boeing document titled, "Aircraft of Aircraft Component Identification, ODA Project No. PS18-0844; MAX Display System (MDS) Software Accomplishment Summary (SAS)."</p> <p>This document discusses compliance with regulations regarding the MAX Display System (MDS) Software Accomplishment Summary (SAS).</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
105	7914-8220	RA-20-00045.pdf	1/7/2020	<p>A 2-page Boeing document titled, "Information Only – Submittal of Compliance Data Deliverable #16 for Certification Plan 23147, "737-8/-9 Displays Software Block Points 1.5 and 1.5.1". "</p> <p>This document contains Boeing's submittal of compliance data deliverable #16 for Certification Plan 23147, "737-8/-9 Displays Software Block Points 1.5 and 1.5.1" - Information Only.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(6)	Produced with redactions
106		RA-20-00045 Enclosure A.pdf		<p>A 303-page Rockwell Collins document titled, "Computer Program Configuration Item for the 737 MAX Display System (MDS) Operational Program Software (OPS) Top Level."</p> <p>This document contains detailed technical information including charts/images and comments/analysis of the Computer Program Configuration Item for the 737 MAX Display System (MDS) Operational Program Software (OPS) Top Level</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record containing technical comments and analysis regarding the Computer Program Configuration Item for the 737 MAX Display System (MDS) Operational Program Software (OPS). Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Document withheld in full
107		RA-20-00045 Enclosure B.pdf	7/22/2019	<p>A 2-page Boeing document titled, "STATEMENT OF COMPLIANCE WITH AIRWORTHINESS STANDARDS - Identification 096-9155-004 Rev - 06/11/2019."</p> <p>This document contains specific compliance regulations (Statement of Compliance with Airworthiness Standards) regarding Computer Program Configuration Item for the 737 MAX Display System (MDS) Operational Program Software (OPS) Top Level.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds technical information contained in the record pertaining to Boeing's compliance data and regulations. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p> <p>Pursuant to 5 U.S.C. § 552(b)(6), and consistent with Boeing's objection, the FAA withholds the names of Boeing employees and associated personal information contained in the record. The release of Boeing employee names and associated personal information under Exemption 6 would result in an unwarranted invasion of privacy. On balance, the privacy interest outweighs the complete lack of any public interest.</p>	(b)(4); (b)(6)	Produced with redactions

#	BATES NUMBER	Item	Date	Description of Record	Rationale for Withholding	Exemption Asserted	Comment
108	8221-8223	WD271311 Sh1-Cfg30.pdf	7/17/2019	<p>A 3-page Boeing document titled, "737 Wiring Diagram; DFCS A and B Speed and Stabilizer Trim."</p> <p>This document contains a detailed diagram of system wiring.</p>	<p>Pursuant to 5 U.S.C. § 552(b)(4), and based upon Boeing's objection, the FAA withholds this record which contains technical information and design data pertaining to Boeing's products. Boeing objects to the release of such information because it is proprietary and confidential data provided to the FAA under an assurance of privacy. Boeing notes that it does not customarily or actually provide such information to the public. Boeing further notes that the information would provide competitors with direct insight into Boeing's approaches and methodologies used in product certification, and the release of such information would undermine Boeing's competitive position by allowing competitors access to ideas, design details, certification methods, and testing processes that they would not have had or would have had to research and develop on their own.</p>	(b)(4)	Document withheld in full