

## a few DT updates please

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**From:** "Forkner, Mark A" <mark.a.forkner@boeing.com>  
**To:** [REDACTED] (FAA)" [REDACTED]@faa.gov>  
**Cc:** [REDACTED]@boeing.com>  
**Date:** Tue, 17 Jan 2017 19:00:58 -0500

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Hi [REDACTED]

We're starting to work on the reverse differences DT, and I noticed a few things that should be changed in the DT for the NG to MAX, that are in the draft FSB:

Flight Controls:

Delete MCAS, recall we decided we weren't going to cover it in the FCOM or the CBT, since it's way outside the normal operating envelope

Delete reference to Direct Lift Control (DLC), we decided to not refer to the system in those terms, as it is more of an engineering term. It's removed from the FCOM and the CBT

Any updated on when you think you'll get all the issues resolved with 280 and put this on the street for public comment?

Thanks!

Mark

**Captain Mark Forkner**

737 Chief Technical Pilot

[REDACTED] ~ Desk

[REDACTED] ~ Mobile

[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)



# Hello from down Under!

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**From:** "Forkner, Mark A" <mark.a.forkner@boeing.com>  
**To:** [REDACTED] (FAA)" [REDACTED]@faa.gov>  
**Date:** Mon, 05 Oct 2015 15:47:43 -0400

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H [REDACTED]

It's 630am here, just getting ready to hit breakfast then try and jedi mind trick these people into buying some airplanes!

[REDACTED]

**Captain Mark Forkner**  
737 Chief Technical Pilot  
[REDACTED] ~ Desk  
[REDACTED] ~ Mobile  
[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)



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Flight Services

# MCAS lives in both FCCs

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**From:** "Forkner, Mark A" <mark.a.forkner@boeing.com>  
**To:** [REDACTED] (FAA)" [REDACTED]@faa.gov>, [REDACTED] (FAA)" [REDACTED]@faa.gov>  
**Cc:** [REDACTED]@boeing.com>, [REDACTED]@boeing.com>  
**Date:** Wed, 30 Mar 2016 11:16:45 -0400

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Hi [REDACTED],

I confirmed with the Flight Controls engineers that MCAS does live in both FCCs, and only needs one to function.

So given that, are you ok with us removing all reference to MCAS from the FCOM and the training as we discussed, as it's completely transparent to the flight crew and only operates WAY outside of the normal operating envelope?

Thanks, and see you tomorrow!

Mark

**Captain Mark Forkner**  
737 Chief Technical Pilot  
[REDACTED] ~ Desk  
[REDACTED] ~ Mobile  
[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)

## RE: Hi there

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**From:** "Forkner, Mark A" <mark.a.forkner@boeing.com>  
**To:** [REDACTED] (FAA)" [REDACTED]@faa.gov>  
**Date:** Thu, 03 Nov 2016 15:27:47 -0400

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[REDACTED] No I've been working to certify the new 737-8 (MAX) with all the regulators all over the world. Led by the AEG. It was a huge deal, but I got what I needed to, at least so far. ☺ You know me, I usually get what I want! ☺

[REDACTED]

### Captain Mark Forkner

737 Chief Technical Pilot

[REDACTED]  
[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)



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**From:** [REDACTED]@faa.gov [mailto:[REDACTED]@faa.gov]  
**Sent:** Thursday, November 03, 2016 12:23 PM  
**To:** Forkner, Mark A <mark.a.forkner@boeing.com>  
**Subject:** RE: Hi there

[REDACTED]

Very Respectfully,

[REDACTED]

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**From:** Forkner, Mark A [<mailto:mark.a.forkner@boeing.com>]  
**Sent:** Thursday, November 03, 2016 12:16 PM  
**To:** [REDACTED] (FAA)  
**Subject:** RE: Hi there

[REDACTED] Things are calming down a bit for my airplane cert, at least for now. I'm doing a bunch of travelling though the next few months; simulator validations, jedi-mind tricking regulators into accepting the training that I got accepted by FAA etc.

[REDACTED]

**Captain Mark Forkner**

737 Chief Technical Pilot

~ Desk

~ Mobile

[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)



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**From:** [REDACTED]@faa.gov [REDACTED]@faa.gov]

**Sent:** Thursday, November 03, 2016 12:14 PM

**To:** Forkner, Mark A <[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)>

**Subject:** RE: Hi there

[REDACTED]

Very Respectfully,

[REDACTED]

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**From:** Forkner, Mark A [<mailto:mark.a.forkner@boeing.com>]

**Sent:** Thursday, November 03, 2016 12:12 PM

**To:** [REDACTED] (FAA)

**Subject:** Hi there

[REDACTED]

**Captain Mark Forkner**

737 Chief Technical Pilot

~ Desk

~ Mobile

[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)



# RE: MAX FCOM/QRH

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**From:** "Forkner, Mark A" <mark.a.forkner@boeing.com>  
**To:** [REDACTED]@boeing.com>, [REDACTED] (FAA)"  
[REDACTED]@faa.gov>  
**Date:** Wed, 09 Nov 2016 16:25:53 -0500

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How are you coming on the FSB report BTW [REDACTED]? I'm out of town all next week in Montreal doing sim flyouts. Can we get together before Turkey Day to wrap this up you think?

## Captain Mark Forkner

737 Chief Technical Pilot

[REDACTED] ~ Desk

[REDACTED] ~ Mobile

[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)



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**From:** [REDACTED]  
**Sent:** Wednesday, November 09, 2016 1:25 PM  
**To:** [REDACTED]@faa.gov  
**Cc:** Forkner, Mark A <mark.a.forkner@boeing.com>  
**Subject:** RE: MAX FCOM/QRH

[REDACTED]  
We will go with Option 1. It will be the TBC version, no MAX performance.  
I confirmed with the AFM group that they will have the MAX performance information for your review prior to TC.  
[REDACTED]

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**From:** [REDACTED]@faa.gov [REDACTED]@faa.gov]  
**Sent:** Thursday, November 03, 2016 1:22 PM  
**To:** [REDACTED]@boeing.com>  
**Cc:** Forkner, Mark A <[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)>  
**Subject:** RE: MAX FCOM/QRH

[REDACTED] Option 1 is fine. I'm assuming the data supporting the inflight performance and performance dispatch generation are part of the AFM which will also come through me for review and concurrence prior to TC.

[REDACTED]  
*Seattle Aircraft Evaluation Group*  
[REDACTED]

We value your feedback and seek to improve the services we provide. Please take a few moments to visit the website shown below to let us know how we did. Select **Seattle Washington AEG** [REDACTED] from the pull down menu before writing your comments. Thank you. [Click this link to send feedback.](#)

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**From:** [REDACTED]@boeing.com]  
**Sent:** Thursday, November 03, 2016 1:07 PM  
**To:** [REDACTED] (FAA)  
**Cc:** Forkner, Mark A  
**Subject:** MAX FCOM/QRH

Aloha,  
The PQP calls for Boeing to provide the "final" MAX 8 FCOM and QRH by December 15, 2016. I just learned that the Performance Inflight and Performance Dispatch data generation is being delayed. Our Aero department needs a little more time than originally thought to crunch the numbers that come out of flight test. The best answer I get from the manuals folks is "late December earliest" for the performance.

Option 1: Provide you the manuals on Dec 15 as promised without MAX performance, and send you the complete manuals when the performance is available

Option 2: Wait until the performance data is incorporated to give you the manuals.

My preference would be Option 1, as it gives you something to look at in December.

Your thoughts?  
Thanks  
[REDACTED]

[REDACTED]  
Flight Technica & Safety  
[REDACTED] ~ Desk  
[REDACTED] ~ Mobile

[REDACTED]@boeing.com



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Flight Services



## RE: Template question

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**From:** "Forkner, Mark A" <mark.a.forkner@boeing.com>  
**To:** [REDACTED] (FAA)" [REDACTED]@faa.gov>, [REDACTED] (FAA)" [REDACTED]@faa.gov>  
**Date:** Fri, 09 Feb 2018 11:48:22 -0500

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I'm all for pulling them out altogether if you guys can jedi mind trick 280 into doing what they let Brand A get away with (i.e. not publishing them)

### Captain Mark Forkner

737 Chief Technical Pilot

[REDACTED] ~ Desk

[REDACTED] ~ Mobile

[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)



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**From:** [REDACTED]@faa.gov [mailto:[REDACTED]@faa.gov]  
**Sent:** Friday, February 09, 2018 8:46 AM  
**To:** [REDACTED]@faa.gov  
**Cc:** Forkner, Mark A <mark.a.forkner@boeing.com>  
**Subject:** RE: Template question

Mark, to expand on the conversation of DT's...there has been a recent push back from OEM's regarding the inclusion of DT table all together. Some OEM's are saying they do not want any DT's included because they are proprietary. 280 let one FSB report post without any DT's and now the negotiation is open for discussion.

[REDACTED]

*Seattle Aircraft Evaluation Group*

[REDACTED]

We value your feedback and seek to improve the services we provide. Please take a few moments to visit the website shown below to let us know how we did.

Select Large Transport Aircraft Seattle AEG from the pull-down menu before writing your comments. Thank you.  
[https://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/stakeholder\\_feedback/afx/afs100/](https://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/afx/afs100/)

We will be moving to a new building on Feb. 26th. As of Feb. 26th please use the following information to contact me:

[REDACTED]



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**From:** [REDACTED] (FAA)  
**Sent:** Friday, February 09, 2018 8:30 AM  
**To:** [REDACTED] (FAA) [REDACTED]@faa.gov>  
**Cc:** Forkner, Mark A <[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)>  
**Subject:** RE: Template question

Funny you ask. I have not submitted a -10 787 FSB report yet. I will not do that until they publish the rewrite one first. I do not want to muddy the waters what we are "negotiating" about. I am keeping a record of the many hours spent dealing with a simple template revision. When I submit the -10 report it will not have a new DT. I will hold tight to that until told otherwise.

[REDACTED]

*Seattle Aircraft Evaluation Group*

[REDACTED]

We value your feedback and seek to improve the services we provide. Please take a few moments to visit the website shown below to let us know how we did. Select Large Transport Aircraft Seattle AEG from the pull-down menu before writing your comments. Thank you.

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/stakeholder\\_feedback/afx/afs100/](https://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/afx/afs100/)

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**From:** [REDACTED] (FAA)  
**Sent:** Thursday, February 08, 2018 3:07 PM  
**To:** [REDACTED] (FAA) [REDACTED]@faa.gov>  
**Cc:** Forkner, Mark A <[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)>  
**Subject:** FW: Template question

[REDACTED] what say you?

[REDACTED]

*Seattle Aircraft Evaluation Group*

[REDACTED] (w)  
[REDACTED] (c)

We value your feedback and seek to improve the services we provide. Please take a few moments to visit the website shown below to let us know how we did.

Select Large Transport Aircraft Seattle AEG from the pull-down menu before writing your comments. Thank you.

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/stakeholder\\_feedback/afx/afs100/](https://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/afx/afs100/)

We will be moving to a new building on Feb. 26th. As of Feb. 26th please use the following information to contact me:

[REDACTED]

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**From:** Forkner, Mark A [<mailto:mark.a.forkner@boeing.com>]  
**Sent:** Thursday, February 08, 2018 1:38 PM  
**To:** [REDACTED] (FAA) [REDACTED]@faa.gov>  
**Subject:** Template question

Hi [REDACTED]

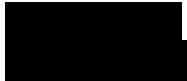
Can you ask [REDACTED] if 280 asked [REDACTED] to update the DT for the 787 10 from the 777, to itemize each individual change and its training level, like [REDACTED] made you do in the MAX? It's curious that [REDACTED] allowed it to go to public comment with something that resembled this as I understand it? Attached.

Thanks

Mark

**Captain Mark Forkner**

737 Chief Technical Pilot



~ Desk

~ Mobile

[mark.a.forkner@boeing.com](mailto:mark.a.forkner@boeing.com)

