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1	IN THE UNITED STATES DISTRICT COURT	
2	FOR THE NORTHERN DISTRICT OF TEXAS	
3	FORT WORTH DIVISION	
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5	UNITED STATES OF AMERICA,) CASE NO. 4:21-CR-00005-0	
6	Government,) FORT WORTH, TEXAS	
7	VS.) OCTOBER 11, 2024	
8	THE BOEING COMPANY,)	
9	Defendant.) 8:57 A.M.	
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11	VOLUME 1 of 1 TRANSCRIPT OF ORAL ARGUMENTS	
12	BEFORE THE HONORABLE REED C. O'CONNOR UNITED STATES DISTRICT COURT JUDGE	
13	ONTIED STATES DISTRICT COOKT OODGE	
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1	PROCEEDINGS
2	OCTOBER 11, 2024
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4	COURT SECURITY OFFICER: All rise.
5	THE COURT: Please be seated.
6	All right. Good morning. Thank you all for being
7	here. This is Case No. 4:21-CR-5.
8	We're here to hear oral arguments on the parties'
9	briefing. And so we will start with the government.
10	MR. TONOLLI: Good morning, Your Honor. Sean
11	Tonolli for the United States.
12	THE COURT: Very good.
13	MR. TONOLLI: Joining me at counsel table is Chad
14	Meacham and Jon Haray.
15	THE COURT: Thank you both for being here.
16	MR. HARAY: Morning, sir.
17	MR. TONOLLI: May it please the Court.
18	This plea agreement is a strong and
19	in-the-public-interest resolution. The plea agreement
20	convicts Boeing of the felony crime it is charged with and
21	compels the company to pay the maximum legal fine, the most
22	the government could achieve if this case went to trial and
23	Boeing were convicted.
24	It ensures that the Court can order Boeing to pay
25	all lawful restitution to the families of the crash victims,

the same as if Boeing were convicted at trial.

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It requires Boeing to continue to improve its compliance and ethics program, to better integrate that with its safety and quality, while respecting the jurisdiction of the FAA in that space and to have a monitor to oversee the improvements to compliance and ethics and to back up these efforts with an investment of almost half a billion dollars.

Were this case to go to trial, there's no guarantee that the Court could or would impose these conditions or similar ones, but this agreement guarantees them.

The government acknowledges the deep disagreement that the families have with the plea agreement, though we endeavor through our conferrals to incorporate their voices and their views as much as was appropriate and feasible in the document.

And we recognize the more fundamental disagreement the families have with the government over the scope of our case. But in the exercise of our prosecutorial discretion, we are bound by the facts and the law and also by our respect for the congressionally mandated role of the FAA to oversee and to regular how Boeing builds and designs its aircraft.

For the case that the government has charged and can prove, and recognizing the important but limited role

that the criminal justice system has in addressing all that ails Boeing, we respectfully submit that this plea agreement is fair and just, and we ask the Court to accept it.

I welcome any questions the Court has about the agreement, but otherwise I can proceed to address three points.

THE COURT: Yeah. Go ahead.

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MR. TONOLLI: The first would be about the statutory maximum fine in the guidelines. Southern Union does control the fine in this case, as it does in all criminal cases, as recognized by the Fifth Circuit in the Elliott case.

The Court in Southern Union, the Supreme Court, did not cabin its ruling to the statute before it or the particular facts, but rather said that with respect to all sentencing statutes that require a factual finding, the Court can only impose a sentence if the jury finds that fact beyond a reasonable doubt or the defendant admits it in a guilty plea.

And in announcing that broad holding, the Court specifically cited the Alternative Fines Act, Section 3571, and said it was an example of the type of statute that requires a factual finding.

The Court rejected the argument of the government in that case saying that fines that deprive liberty less

than an incarceration, and so shouldn't be subject to Apprendi.

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And the Court specifically cited again the Alternative Fines Act as saying, in fact, there are fine provisions that imposes substantial financial burden and cited a fraud section case, a guilty plea, with \$450 million fine against the Siemens Corporation.

The families invite the Court to ignore the holding of Southern Union by saying that you can either provide notice to Boeing that it's subject to an enhanced fine, but that's not enough under the Court's holding.

The families also say it's enough to use statements of the company outside the context of a guilty plea, whether in an SEC filing or a statement in the deferred prosecution agreement. But again, neither of those are valid under Southern Union in its clear holding.

So Southern Union governs the plea of the statutory maximum fine in this case whether the Court accepts the plea agreement or not and that's because, as the government has explained in its declaration, a company, our brief, the only theory of loss or gain that we will proceed on in this case is about the training-related costs that Boeing saved through its deception of the FAA, that was \$283.6 million, which the company has admitted in the Statement of Facts, and that creates a statutory max of

\$487.2 million, which the company has agreed to pay under the plea agreement and is the best the government could do if we went to trial and the company was convicted.

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Though, of course, it would be the prerogative of the jury to find a lower amount. And if it was lower than 500,000, then that would be the statutory maximum.

And because Southern Union governs the statutory maximum, regardless of how the Court resolves the issue before it, that statutory maximum also applies to the guideline range.

Under Section 8C3.1 of the guidelines, whether the Court is inclined to agree with the families or the government and Boeing about the offense level and culpability score under the guidelines, that section requires that, if the statutory maximum is below what the guideline range would otherwise be, then the guideline fine and the range is the statutory maximum.

The Court could disagree with the guidelines under the plea agreement. The plea agreement in paragraph 23 says it commits to the Court. And the parties agree that under Booker, it's the Court's responsibility to assess the guidelines for itself.

But under the agreement, if the Court accepts it, it would be bound to impose the sentencing provisions provided in 25 -- paragraph 25 of the agreement.

Paragraph 25 of the agreement, subsection (a) says that the Court would impose the statutory maximum fine of the 487.2 million, which is also the top end or the high point of the guideline range.

That statement is true regardless of how the Court views the guidelines, whether it agrees with the parties or with the families. Because, again, of Section 8C3.1 and the statutory maximum.

Moving then on to restitution, unless the Court has questions on the statutory maximum?

THE COURT: No.

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MR. TONOLLI: And focusing specifically on LOT
Airlines. As we explain in our briefs and in the plea
agreement, LOT is not entitled to restitution whether the
Court believes it to be a crime victim under the CVRA or not
and restitution is discretionary.

Now, we agree with LOT that the Fifth Circuit opinion in Hagen applies and that the Fifth Circuit directs courts not to engage in the categorical analysis of whether a fraud offense is an offense against property.

The plea agreement acknowledges that. In paragraph 25C, it says that "The parties agree that restitution is discretionary based on the charged offense and the factual allegations supporting that charged offense in the Statement of Facts."

And what Hagen says, importantly, is that, as the Court analyzes those facts, is to look at how the offense is "committed" and that may bring it within the meaning of the offense against property.

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And in adopting that view, the Court cited three cases from out of the circuit. From the Eleventh Circuit, the Collins case; from the Second Circuit, the Razzouk case, and from the Fourth Circuit, the Ritchie case. All of which support the Court's conclusion there.

If you look at the Collins case, the Eleventh
Circuit was very clear. And it said, when you look at
offense against property, the word "against" is not the same
as "relating to" or "concerning."

"The latter two sweep much more broadly and would encompass offenses with little more than some connection to property."

It said, "We believe instead that a more faithful reading respects the connotation of directedness engendered by the word 'against.'" And you can see that in the cases and in Hagen.

In Collins, the defendant was a bank employee who engaged in a scheme to cash stolen checks. She was directing her conduct, as were her accomplices, to steal from the account holders.

In the Razzouk case in the Second Circuit, the

defendant was an employee of a company. He caused that company to enter into sham contracts with his friend so that he and his friend could split the proceeds. They were stealing from the company.

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And in Ritchie, the defendant submitted a HUD-1 form as part of a real estate deal in order to get a bank to finance the transaction. They directed their conduct, or he did, at the bank to steal from the bank.

And in Hagen, of course, the two defendants submitted false claims for payment to Medicare and Medicaid to steal from those federal health care programs.

Those are all clear examples of an offense against property which fits in the Fifth Circuit's view and those of the other circuits that it joined, but that's not the case with the conduct alleged in the Statement of Facts here.

The Statement of Facts establishes, as does the charge, that Boeing's conduct was directed at the regulatory authority of the FAA, not at a property interest.

And that's why we cite in our brief the Supreme Court cases Cleveland and Kelly, which talk about similar circumstances about fraudulent conduct directed toward government agencies.

In the first instance with Cleveland, to obtain a video poker license, and then in Kelly, the Bridgegate scandal, to get an agency to shut down lanes of traffic.

In both cases the Court said, "While fraudulent and directed at the agencies, that was not directed at a property interest." We believe that also applies here. It is instructive in how the Court should view the conduct.

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But even if the Court agrees with LOT, that restitution is mandatory, of course, both the mandatory and discretionary statutes provide an exception for the Court to not grant restitution if it would be too complex and too time-consuming to resolve the restitution issues as weighed against the interest of the victim in receiving restitution.

And here we submit that it is clear that LOT's claims are too complex and too time-consuming whether the Court accepts the plea agreement or not.

It is the only one of the dozens of airline customers of Boeing to object to this agreement, which in and of itself is not a reason not to assign restitution, but it is indicative that two sophisticated customers -- excuse me, corporations with a commercial relationship have not been able to resolve their differences over these claims, and that's borne out by the civil case that we directed the Court's attention to in our pleading, whereby LOT's own words, the case involves hundreds of thousands, if not millions, of pages of discovery, the deposition of dozens of witnesses, and up to ten expert witnesses, a trial that I believe they've estimate would last up to 14 days and at the

earliest would not be until next July.

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It's also confirmed if you look at what we submitted to the Court in Exhibit 26, LOT's submission to the government of what it styled as "preliminary damages information." It used that same term in a footnote in its reply brief to the Court, "preliminary."

We're four years out from when the European regulator lifted the grounding order, three years out from when LOT filed its civil suit. And still at this stage, it qualifies its damages as preliminary.

Again, we submit it's too complex and too time-consuming, particularly when weighed against the interest of LOT and restitution. It is a profitable State One company. It is not a standard victim in a -- whether the families or in another case of someone of lesser means. And it can vindicate its right to compensation, if it has them, through a civil case.

Again, as I said earlier, that's true whether or not the Court assumes for the purposes of resolving this issue that LOT is a crime victim. Under the CVRA, you still would have the discretion under either of the restitutions statutes not to award restitution.

And we make the point in our brief it's factual, and LOT does take exception, but it's true that this agreement guarantees restitution, that the Court can order

it to the families; but if it were to reject the agreement based on LOT's claim, that would place at risk both LOT's ability to gain restitution, which for the reasons I've said are not guaranteed, and certainly would place at risk the restitution for the families because it would invite the litigation risk that would happen if this case proceeded to trial.

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And briefly, on the restitution for the families, we submit that it's the same for the families whether the Court accepts the plea or not. It's the same way in which the Court would address it under either scenario.

The government has said in the plea agreement and in its filing that we will support the lawful claims of the families and we will do so. That's a commitment we've made, and we will honor that.

We've also flagged in our brief that there are likely places where we will not agree. Unfortunately, we might have different views than the families', but that doesn't mean they won't find common ground and we can agree, and we'll have to hash out those differences as the restitution proceedings take place, whether the Court accepts the plea or not.

So as I come to my last point, what the government submits is that the fine, the charge, or the conviction, and the restitution issues don't change whether the Court

accepts the plea or not.

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Really, we submit what is at issue are the remedial measures of the monitorship and the compliance investment.

And again, as I said earlier, there's no guarantee that if the Court rejects the agreement that it would or could impose either of those. And these provisions in the plea agreement are reasonable and in the public interest.

The monitorship provisions are consistent with how the criminal division has handled monitorships over decades; 60 monitorships in the past decade alone. These are procedures that work and that produce highly effective and qualified monitors.

But even still, we listen to the families, and we modified our traditional approach to take into account where we could their views.

First, in having a public monitor application process rather than having the company select the candidates, although that process works, it will be public.

To have the Court -- we will provide the Court notice 10 days before we appoint the monitor that we would like to select. We have no interest in selecting a monitor that the Court has no confidence in or has questions about.

And we'll, of course, engage with the Court as much or as little as the Court would like about that

candidate or the other candidates we're considering.

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We also modified our approach to require the monitor to file executive summaries on the public docket of his or her annual reports to the department, which is a departure from traditional practice, so that there's more transparency to the families and the public about Boeing's progress and the monitor's work.

When it comes to the scope of the monitorship, we submit that it is -- it properly balances by focusing on compliance and ethics between the criminal conduct at issue in this case and addressing those risks going forward, and also the prudent and practical need not to overstep the bounds of the FAA's jurisdiction on the design and safety of aircraft.

The criminal conduct at issue in this case, as the Court knows, does not concern the design and manufacturer of MCAS or the aircraft, it's about lies to the FAA. And consistent with the guidelines when it talks about probation for corporations, the monitorship is focused on compliance and ethics.

We think it would invite friction, confusion, and be counterproductive to have a monitor with a jurisdiction that would sweep into design and safety. The families in the reply brief don't define the boundaries of what they would like to see of a monitorship, though the Court has

1 some sense from their motions earlier in this case asking 2 for a monitor to be appointed. 3 One of the requests, as we flagged in our response earlier this summer, was to have the monitor have the 4 5 authority to direct design changes to aircraft. And again, we think that's imprudent and impractical and not productive 6 7 given the FAA. So for all these reasons, Your Honor, and those 8 9 with cite in our brief, we respectfully ask the Court to 10 accept the plea agreement and to schedule a Rule 11 hearing 11 to take Boeing's plea. 12 Thank you. THE COURT: Thank you. 13 14 MR. FILIP: Good morning, Your Honor. Mark Filip 15 here on behalf of the Boeing Company. At counsel table with me are Michael Heiskell and Ben Hatch. 16 17 THE COURT: Thank you both for being here. MR. FILIP: May it please the Court. I'm here 18 19 respectfully, Your Honor, to ask you to accept the proposed 20 plea agreement. 21 A lot has been written by the parties in this case 22 by the Department of Justice and by Boeing, as well as by 23 representatives of the crash victim families and others 2.4 related to the proposed plea agreement. 25 Boeing, in asking you to accept the proposed plea,

will rely primally on its briefing which addresses the various issues in much greater detail than I can cover orally today. Boeing is happy to answer any questions, of course. But in my time this morning, there are a few points, please, that Boeing respectfully hopes to emphasize.

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First, as Boeing has said throughout these proceedings, Boeing profoundly regrets the unspeakable losses that the crash victim representatives and families have suffered in connection with the MCAS accidents.

I believe some of these family members are here today. And on behalf of 170,000 men and women of the Boeing company, I want to again apologize to you and to express deep sympathy for your losses.

The women and men of Boeing carry the memory of these accidents and of your loved ones with them every day, and Boeing has made sweeping and comprehensive changes as a result of these accidents in an effort to strengthen its safety and compliance programs, and Boeing intends to do more.

Second, Your Honor, Boeing is prepared to plead guilty to the crimes stated in the criminal information initially filed in 2021. And in that regard, Boeing agrees with the DOJ that the proposed plea agreement is a tough punitive resolution of that charge.

The proposed plea agreement is significantly more

punitive than the DPA previously entered into by Boeing in 2021. The additional punishments imposed by this agreement, on top of the commitments already fulfilled by Boeing under the DPA, are, first, a felony conviction.

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Second, an additional \$243 million fine, doubling the financial punishment in this criminal case up to the maximum fine allowed under the statute.

And third, new compliance requirements involving three more years of oversight via an independent compliance monitor that Boeing must pay for, as well as of hundreds of millions of dollars, nearly a half billion dollars in mandated compliance programs expenditures.

The proposed plea agreement, sir, comes to this Court with a long and complex history. As you know, the department first charged Boeing in early 2021 based on alleged insufficient disclosure to a component of the FAA responsible for pilot training determination related to the 737 MAX's MCAS system.

The prior DPA acknowledged Boeing's responsibility based on the conduct of two 737 MAX flight technical pilots, as well as the fact in the DPA that other Boeing employees disclosed relevant MCAS characteristics to the responsible FAA officials.

Entry of the proposed plea agreement will result in the resolution of this long-pending matter before Your

Honor in commencement of the monitorship period.

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Importantly, the proposed plea agreement would impose on Boeing the most serious financial penalties possible under the statute.

The maximum fine based on twice the gross gain from the offense is based on the most serious set of facts that DOJ says it can prove beyond a reasonable doubt is noted in both Boeing's and the DOJ's filings.

So put another way, please, as noted by the Department in its brief, the pending criminal information and the underlying facts that support it compromise the most serious provable case the department can bring.

And under the Supreme Court's decision in Apprendi and its progeny, which we also respectfully believe and submit clearly control, the fine related to this offense cannot be higher than the one Boeing has agreed to pay and will pay.

Any efforts by nonparties to supplement the agreed-upon Statement of Facts supporting the criminal information charge with an alternative proposed set of proffered facts respectfully is not only unprecedented but would violate the constitutional space reserved for Article II, prosecutorial discretion, in the DOJ and Boeing's Fifth and Sixth Amendment rights.

As set forth in the briefing, after extensive

investigation, the department has assessed that this Statement of Facts reflects what it can prove beyond a reasonable doubt.

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Third, sir, it's worth noting that, outside of this criminal proceeding and long before the government sought a guilty plea in 2024, Boeing has separately accepted responsibility for the MAX crashes publicly and in civil litigation because the design of MCAS, as opposed to the criminal offense that is subject to the proposed plea, contributed to these accidents.

In doing so, Boeing has paid billions of dollars to the crash victim families and their lawyers in connection with civil litigation in the funds established by Boeing voluntarily and under the DPA for the benefit of the victims.

This is in addition to the criminal fines and other payments Boeing made under the DPA and the additional criminal fines and other payments that Boeing's prepared to make under the proposed plea agreement.

To be clear, Boeing acknowledges that money can never replace a loved one, of course, but Boeing has accepted responsibility in extensive civil litigation.

The vast majority of those civil cases, over 90 percent, have settled. Some are ongoing, to be sure, but the key point is that Boeing has publicly accepted

responsibility to pay full compensatory damages in all of the civil actions.

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Finally, while Boeing substantially enhanced its compliance program under the DPA, the additional requirement involving the imposition of an independent compliance monitor provides an opportunity to make the company even stronger.

Importantly, the independent compliance monitor obligation set forth in the proposed plea carefully and directly addresses the unique circumstances of this case.

It's a monitorship tailored to address a specific conduct set forth in the plea agreement Statement of Facts, as well as the remaining concerns the department has about the company's antifraud compliance program after the three-year DPA term as described in the department's papers.

The monitorship's purpose is the essence of any monitorship, to address the future detection and prevention of the type of misconduct at issue in the prosecution.

To impose monitorship requirements beyond those factors would ignore Boeing's good-faith compliance progress to date and supplant the department's work as well.

The identified gaps and the specific facts and circumstances at issue in the prosecution will be addressed by the monitorship going forward.

When coupled with compliance obligations that

Boeing was subject to under the DPA, the additional three-year monitorship requirement will effectively stretch DOJ's oversight over Boeing to nearly seven years' time, from January 2021 to likely 2027, depending on when the monitorship begins.

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That length may be unprecedented in the history of the department's corporate prosecutions. Moreover, and critically important, Boeing continues to actively work with its primary congressionally authorized safety regulator, the FAA, to enhance the safety of its products and services.

The proposed plea agreement recognizes the centrality of the FAA's role as the company's primary regulator in the American aviation safety system and the need to mitigate any interference with that vital role, including that Boeing is currently subject to robust and heightened oversight by the FAA in the aftermath of the Alaska 1282 accident.

This regulatory backdrop, respectfully, is important because the insertion of a monitor with the "broader mandate" than the one set forth in the proposed plea agreement as proposed by Mr. Cassell, runs the risk of affirmatively harming aviation safety.

Any divergence between the directives of the FAA and a punitive monitor of the sort requested by Mr. Cassell, for example, would leave Boeing in the untenable position of

deciding between dissident signals about safety, between compliance with the Congressionally mandated aviation safety experts, that is the FAA, and compliance with the plea agreement's conditions.

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The FAA is responsible for regulating aviation safety, and it would be counterproductive to have an independent safety monitor directing measures different from those mandated by the FAA.

And the scope of the independent compliance monitorship set forth in the proposed plea recognizes the potential for this problematic conduct and instead has the monitor focus on the antifraud compliance program areas identified by the department as of concern.

In short, Your Honor, while Boeing intends to improve further, it has substantially strengthened and increased its investment in its compliance and safety functions under the ongoing oversight of the department and FAA over the past three years. And it will continue those efforts under the proposed plea agreement.

If accepted, by the end of probationary period,
Boeing will have been under the department's supervision for
at least six, and likely somewhat of seven years, and under
the supervision of an independent monitor for three.

Boeing will have paid billions in compensation both to the crash victims' representatives and its airline

1 customers through compensation provided pursuant to the DPA 2 and through civil settlements. Boeing will have paid nearly a half a billion dollars in collective criminal fines. 3 I'm happy to answer any questions, of course, Your 4 Honor, but Boeing would respectfully ask for you to accept 5 the proposed plea agreement and set a Rule 11 hearing as 6 7 suggested by the government. THE COURT: Thank you. 8 MR. CASSELL: Good morning, Your Honor. 9 10 THE COURT: Good morning. MR. CASSELL: Paul Cassell for 15 victims' 11 12 families, and I'm proud to introduce the other members of 13 our pro bono legal team. Seated with me at counsel table is 14 Tracy Brammeier, Erin Applebaum, and Chase Hilton from the 15 local law firm of Burns Charest. 16 THE COURT: Thank you all for being here. 17 MR. CASSELL: Also have seated in the courtroom a number of victims' family members. They very much 18 19 appreciated your accommodation in allowing two weeks for 2.0 them to travel. Sometimes these and other arrangements are 21 difficult to make. 22 THE COURT: Thank you all for being here. 23 MR. CASSELL: Let me just briefly state our eight 2.4 objections, and I would be glad to focus my argument on any 25 of those that Your Honor would be most interested in.

But for the record, there are eight reasons, any one of which would be enough to reject this rotten plea deal.

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The first is that it ties the Court's hands. It's part of a forbidden two-tier system of justice where rich corporations like Boeing can specify their punishment in advance, where other defendants are not allowed those concessions.

Secondly, it rests on an air-brushed set of facts that conceals the truth about this case.

Third, most notably, it ignores the truth that dare not speak its name, 346 people died because of the lies that the Boeing Company told.

The fourth thing that it does is it pins the blame on some mid-level test pilots for what was a long-running corporate conspiracy that ran all the way to the top of the Boeing C-suite, all the way to the CEO, Dennis Muilenburg, and that is buried in the Statement of Facts and the quideline calculation that the parties asked you to bless.

The fifth thing that this plea agreement does is impose an inadequate fine resting on a calculation of a cap that is not legally well-founded.

In fact, we just heard the Justice Department cite an unpublished Fifth Circuit decision on restitution as authority for that. When, of course, there's a separate

issue involved today.

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The sixth thing we would ask this Court to do is to bless a Department of Justice monitor, rather than having the Court independently select it.

I think one thing everyone in this courtroom can agree on is that this has been a case where there has been considerable doubts cast upon whether the Justice Department can effectively monitor a corporation like Boeing.

The seventh thing that this plea agreement would ask the Court to accept is remedial measures. And remedial measures not based on the harm that Boeing caused, but rather, the Justice Department takes the \$486 million fine and says, well, by golly, we can't have any remedial measure higher than that. So we'll peg it at 450 million, rather than coming up with something that's appropriate to the harm that was caused here. And the 450 million, by the way, is completely unenforceable since there's no effective baseline.

And then, the last point, again, an independent reason to reject this is that we have no certainty that restitution would be paid to the families. Justice

Department tells us they will support lawful restitution.

Of course, the adjective "lawful" leaves a lot to be interpreted. And we've already been told that the Justice Department disagrees with some of the important

assertions of the victims' families.

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So any one of those reasons would be enough to reject this rotten plea deal. But taken together, we believe that the Court has a straightforward choice to make, whether to bless a deal that is not justice; or to reject the deal, set the case for trial; or, if the parties would propose an alternative plea, that would be a possibility as well.

I would be happy to focus on any of those points, or I could proceed to elaborate on them.

THE COURT: So I want to give all of you the opportunity to say anything that you want to say that maybe you're worried doesn't stand out in the briefs or needs additional emphasis. So I'm just going to listen, and then I will have some follow-up questions later, if my questions aren't already answered.

MR. CASSELL: All right. I know my clients would like for me to press several points on Your Honor. So let me.

We've already talked briefly about the fact that this is a "C" plea that Boeing is getting. I think that's highly unusual. Your Honor could simply reject it on those procedural grounds.

Let me go straight to the heart of the matter, which is that the parties are swallowing the gun in this

case; that is, they are concealing, through legal maneuvering, essentially, the truth of the case.

Now, it's a well-established principle that in sentencing the Justice Department is supposed to provide the Court all relevant facts, but they failed to do that here.

We provided Your Honor -- and I know that I'm making a strong assertion there and sometimes attorneys come in and make assertions that they can't back up -- but see, right here on the table is our 44-page Statement of Facts with redlining for the convenience of Your Honor and for the parties, showing exactly the facts that the Justice Department and Boeing are leaving out. And those are facts that go directly to the culpability of this company for the deadliest corporate crime in U.S. history.

And indeed, let's talk specifically about the deaths. Your Honor has already found that Boeing's crime directly and proximately caused the deaths of 346 people, making it the deadliest corporate crime in U.S. history.

You would think that that fact would somewhere show up in the plea agreement that the parties are asking you to bless, but it doesn't. That is the fundamental reason why the families are here today asking you to reject this plea.

It would be one thing if the parties said, 346 people died and now let's discuss with Judge O'Connor what

the appropriate response is in terms of a criminal sentence.

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But they want you to go to sentencing in this case as though 346 people did not die. And you would see that directly in the sentencing guideline calculation.

As you know, the very leading point that we made in our brief about the guidelines was that there is an enhancement when a defendant's crime results in death. And that's an enhancement that should be added in this particular case.

What does the other side say about that? What they say is, well, we can't prove that beyond a reasonable doubt.

But as we cite with multiple Fifth Circuit cases for support, the standard at sentencing is preponderance of the evidence. And Your Honor has already found by a preponderance of the evidence that 346 people died because of what Boeing did.

Let me give you one example of the facts they're asking you to ignore, and they've asked you to ignore it for the last couple of years. A couple of months ago -- I guess a couple of weeks ago when we filed our brief, we had to redact certain pieces of information because Boeing had put them under a protective order in their civil cases.

One of those pieces of information was emails from Ethiopian airline pilots, after the Indonesian air crash and

before the Ethiopian crash, asking questions. What do we do if we get uncommanded activation of this system here? How are we supposed to respond? And rather than responding with life-saving information, Boeing chose not to answer those questions.

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Why didn't they answer those questions? We think it's obvious. Because to put on the table for the Ethiopian airline pilots what was going on with MCAS would unveil what the conspiracy had been doing for years: Concealing the power of that system within the Boeing aircraft.

So those documents were put under seal in

Illinois. After four motions, from my colleague

Ms. Brammeier, ultimately, those were released to me. We could provide them under seal to you.

And then the New York Times said, well, why are these under seal? And Boeing agreed to make them public.

So for the first time this week, I could share with my clients the fact that Boeing refused to answer questions from Ethiopian airline pilots, questions that tragically, several weeks later, came to play out in the airspace over Addis Ababa when MCAS activated uncommanded.

And if those questions had been answered by Boeing, we believe that the evidence is clear that that flight would have landed safely.

That is the kind of case that Your Honor is

sentencing here. And that is the kind of information that the parties are asking you to ignore.

For that reason alone, regardless of what number you end up with on a fine or what the guideline range is under Section 8 of the guidelines, that fact alone should lead to this Court rejecting the plea.

But let me say a few words about this supposed constitutional cap that would limit Your Honor's ability to impose a fine that's commensurate with a crime that killed 346 people.

We're told that the Southern Union case from the U.S. Supreme Court places this limit on the Court. We have cited the fact that, first of all, the statute in play, 3571, envisions the Court ultimately determining the size of the fine.

And if you look at 3572, the very next provision, it says right in there, "The Court shall determine the size of the fine."

And the Fifth Circuit in two cases that we cite, published decisions, U.S. vs. Wilder from 1994, and U.S. vs. Beard from 1990, has said, yes, the Court gets to determine the size of the fine, whether there was a gain or a loss that would mean an appropriate enhancement.

Now, what we're told by the parties is, well, the Southern Union case somehow, I guess, renders the

application of that statute unconstitutional in this case and implicitly overrules those earlier Fifth Circuit decisions, although, actually, neither party has discussed, either today or in their briefing, the Wilder case and the Beard case.

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So the ultimate question for Your Honor is whether Southern Union, according to the rule of orderliness, unequivocally overruled prior Fifth Circuit precedent. I don't think there's any basis for saying it unequivocally overruled those prior precedents.

And what does that mean? That means there's no cap. And what that means is it's obvious that this plea deal rests on false premises.

How much are the losses in this case? Again,
we've been asking the government -- maybe in rebuttal or
something they can answer this question, if Your Honor would
permit -- what is the government's view as to what the loss
was in this case?

We believe that if they are pushed, they will say the loss is zero dollars, which is, not to mince words, a morally offensive position to say that Your Honor should proceed to sentencing on this case on the assumption that there were no losses whatsoever. But that is the ultimate reasoning that the Justice Department submits and that Boeing ducks behind.

We suggest there are multiple ways to see what the loss was in this case. If you use a standard figure for the cost of a homicide crime, the losses in this case were 1.9 billion to the families. And then, if you look at what airline customers lost, you have another \$9.2 billion.

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And I know sometimes attorneys may come in front of Your Honor and throw out numbers with no basis whatsoever. Where did I get those numbers? I got those numbers from Boeing's Form 10-K submitted to the Securities and Exchange Commission.

And in 2019 and 2020, Boeing put in those government-required forms that there were \$9.2 billion in losses to its aircraft customers.

So how they can come in front of Your Honor say, well, look, it's just a couple hundred million dollars here in losses, that contradicts what is happening in formal, official, under-penalty-of-perjury filings made with the Securities and Exchange Commission.

What else should I say about the guidelines? I mean, I'm gobsmacked, as you can tell, that the United States Department of Justice is coming in front of Your Honor and saying, well, you know, maybe there's some problems with the guideline. There are five things that are demonstrably wrong with the guideline.

First, they want to treat this as a victimless

crime. They don't add the enhancement for 10 or more victims.

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Second, there is an enhancement under this guideline for reckless risk of death. There wasn't a risk of death. There was the actuality of 346 people dying ignored by their guideline calculations.

There is the possibility of an upward departure. Your Honor is familiar, of course, with that provision. If you have a crime that somehow leads to a death, you're not going to treat that as a run-of-the-mill fraud case, which is what their guideline calculation does.

And then again, something of great interest to my families, buried in the middle of their guideline calculation, they pin the blame on midlevel employees for Boeing, not taking account of the fact that Boeing's C-suite was directly involved in these lies.

And again, I'm not making up things that lack support. What I am doing is recounting Securities and Exchange Commission findings that fined Boeing and also fined, by the way, their CEO Dennis Muilenburg for submitting false information while they knew that they had a problem with their MCAS situation -- with their MCAS system.

Acceptance of responsibility, yet another problem. We're told that Boeing should get credit for being contrite. But under the guidelines, as we point out in our briefs, a

corporation is required to make timely cooperation with the government when the issue is presented to them.

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What do we know about Boeing's cooperation? In the DPA, both the government and Boeing said that Boeing's cooperation was delayed for six months, which frustrated the fraud section's investigation.

Now, what happens when they present the plea agreement to you three years later? That fact seems to be missing. And that's exactly the kind of fact that is important to reaching an appropriate sentence in this case that the parties are leaving out.

Another example, where are we? They gave Boeing credit in the DPA three years ago for accepting responsibility. What's happened in those past three years?

Sadly, we know. We know that they breached their obligation under the sweetheart deferred prosecution agreement to get their house in order.

And so, once again, we have a calculation that rests on fictitious premises that they're asking you to bless.

The corporate monitor. Let me say a few words about that. We're told, this is the way we do business around here in the Justice Department. We pick the monitor. Well, if there was ever a case where business as usual should not happen, this is the one.

Because we know what happened for the last three years on the Justice Department's watch. We know that for the last three years Boeing had a chance to get its house in order, and they failed to do so.

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One of the things that I remember vividly was that I was here in front of you in January of 2023 making, essentially, the same argument. Let's have an independent monitor, a transparent monitor. Let's get to the bottom of this.

Let's do that so that Boeing, one of America's historically greatest companies, can get its house in order. And you remember what happened at that hearing. We all do.

The Justice Department and Boeing stood up and told you, Your Honor, we've got this. Everything is cool. We're supervising them. And then the Boeing attorney came up and said, they're really tough, Your Honor.

And now we know what was the result of that three-year monitorship. That three-year monitorship failed. The Justice Department let Boeing continue to breach its obligations. And now they want you to do the same thing over again. My clients are calling this DPA 2.0.

The Justice Department is going to, you know, look at everything. It's a public process, they say. Even though we won't know exactly who the names are. They will send you secretly the name. And they'll maybe take your

views into account when they finally pick the monitor.

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That process is not going to command respect from the victims' families or the public. The only process for selecting the monitor that would command respect is if you select the monitor. You can certainly get information from the government and Boeing. We will be happy to provide information as well.

But any other process is going to fail at the outset regardless of what the monitor does. So don't follow business as usual, if that's the case. We actually cited some counterexamples in our briefing, but don't follow business as usual in this case because business as usual has not worked.

The next question, remedial measures. How did they get the \$450 million? It's less than 486, but that doesn't solve what they're supposed to be solving.

They're supposed to be remedying the harm from Boeing's crime. I guess if your view is that the harm from the crime is zero, 450 million seems fine. And then 450 million, where did they come up with that number?

We cite in our briefs, the Justice Department's press release. The press release from the Justice

Department says, "Look, this is 75 percent above Boeing's previously planned expenditures for compliance."

I was trying to figure out what the right analogy

is here. 75 percent above what? If I was a sixth-grade student, said 75 percent is going to be an investment in three programs, and that's 75 percent more than an investment in one program. That's apples to oranges.

They don't even give you, as a reference point, the investment that Boeing made in the three programs to then compare to what supposedly was going to be this new and additional investment.

And then, it turns out -- actually, in the response brief from the government, they said, "Well, what we're trying to do is to make sure" -- and I'm quoting the government's brief at page 17 -- make sure that the compliance efforts expenditures "remain at or above."

"At or above."

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So all they wanted to do with these supposed remedial measures is maintain Boeing's spending at the current level. That's not a response to harm. That's something that, essentially, asks you to bless business as usual. And there is some restitution problems as well, but I know that Your Honor's been very patient.

Let me just conclude by pointing to what I think is ultimately the issue in front of Your Honor. Your Honor is well familiar with the 3553(a) factors when you have a defendant, a criminal, come in front of you for sentencing.

Those factors involve the nature and circumstances

of the offense, the need for the sentence to reflect the seriousness of the crime, promote respect for the law, provide just punishment.

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I mean, Your Honor knows the list. You could go down every one of those, and you would find, I think, very quickly that this plea deal flunks on every measure.

Let me just close with these words. It cannot promote respect for the law if this Court blesses a plea agreement that ignores 346 deaths, but that's what they're asking you to do. We ask you to reject this plea agreement.

THE COURT: Let me just ask you a question. Just a few questions.

So one of the arguments you make in your brief is that the plea agreement implicitly exonerates higher level executives, senior management.

And then the effect of -- implicitly exonerates it by its calculation of the guidelines. By the parties' calculation of the guidelines, not including the agreement, and then there were a couple of other points that you made.

But my question to you is, on those points, and overall, on the request for me to accept the plea agreement, what level of deference is afforded to the government in making these decisions as the executive branch in charge of prosecuting criminal cases generally, this one specifically?

What level of deference is afforded to the

1 government in making this determination about whether this 2 is in the interest of justice, fair and adequate justice? MR. CASSELL: All right. Thank you, Your Honor. 3 Let me focus on the specific point that you started with, 4 because I think it will illustrate the broader message here. 5 So you have to decide were the executives at the 6 7 top level of Boeing involved or not in making that guideline calculation. 8 9 Now, you wonder what is the appropriate level of 10 deference to be given to the government? On a guideline calculation, none whatsoever. The parties can't come in and 11 12 swallow the gun and say, oh, I know all the tellers at the 13 bank said he had a machinegun but pay no attention to that. 14 You have to make your own independent 15 determination ultimately of what is the right sentence. 16 But, obviously, if you have to make the determination about 17 the sentence, you need to determine what the underlying facts are. 18 19 And the Justice Department's guidance to prosecutors is that they should be disclosing everything to 2.0 21 you. We cite a Northern District of Texas decision which 22 says that, yes, under the guidelines, there's an independent 23 obligation of the Court to determine what is going on. 2.4 So that means you're going to have to decide, did 25 this reach Boeing's C-suite or not? And then you say -- I'm sorry, then you ask the question, well, what is the level of deference I should give to the Justice Department?

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They presented this plea deal to you that had kind of, buried in the middle of it, this calculation. We called them on it. We said, you, Justice Department, have lots of evidence that will show that that's false. Why don't you simply present your evidence to Judge O'Connor so he can make his own determination? And their response is nothing.

So it would be one thing if they said, here's our evidence, Judge, your call. Or, here's the evidence, Judge. We read it a certain way.

But they're saying, don't look at the evidence and just trust us, because either way, you won't get reversed in the Fifth Circuit on a harmless error analysis if your guideline calculations are messed up.

Again, it's gobsmacking that the first thing the

Justice Department says, when we pushed them on their

guidelines calculation is, it's going to end of being

harmless error because, you know, it's not going to play out

in the fine.

I always thought that truth in sentencing and truth in the courtroom is a fundamental value. But before we start debating what's the fine, or how does the guideline calculation apply, everybody gets to a core set of facts that reflect the truth. But that's not what's happening

here.

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So if they had told you the truth is one thing and the victims are telling you it's another thing, that might be one circumstance. But that's not what they're doing here.

They're saying, we can't prove certain facts by proof beyond a reasonable doubt. And, therefore, you shouldn't fine them by a preponderance of the evidence at a sentencing proceeding.

THE COURT: What do you say on that point, on proof beyond a reasonable doubt that, to the extent that you increase the statutory maximum, that it has to be proof beyond a reasonable doubt, as opposed to a guideline calculation on C-suite --

MR. CASSELL: Right.

THE COURT: -- employees and how the enhancement applies or on the acceptance of responsibility -- on the acceptance of responsibility argument that you made?

What about that distinction?

MR. CASSELL: So, first, let me point out that that's among our eight arguments is one argument. So if you conclude that there is a problem with my position on Argument No. 5, I certainly hope that you would rule in our favor on the other seven arguments, but we think there's no problem with going beyond the 243 million that that the

government has come up with.

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Their argument rests on Southern Union, obviously. Southern Union is a decision that focused on a very unusual statute.

The RCRA statute there says every day that the company committed the crime, there's an additional fine amount.

And the U.S. Supreme Court with that, I think, admittedly unusual statute in front of it said, under the Apprendi line of cases, the jury has to decide how many days went by because that's part of the crime.

Now, we have a very different situation though. We have, under the plea agreement, or after what would be an inevitable guilty verdict at trial, we have Boeing lying to the FAA.

And then the question is, let's see if we can quantify the harm that resulted from that crime. We would commend to your Court's attention, you know that we've highlighted page 359 of the Southern Union case repeatedly in our briefing.

It says that, look, this finding about how many days long the RCRA violation went, that isn't "not fairly characterized as merely quantifying the harm."

Let me repeat that phrase, because it's extremely important to our argument. "Not fairly characterized as

merely quantifying the harm." Because there you had to figure out -- the jury had to figure out how long did the crime go on?

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Here, we've got Boeing lying to the FAA, and we're here merely quantifying the harm. We fit squarely within that language in Southern Union.

But even if you were uncertain about whether we fit under that language, we certainly fit under the language of the alternative fines provision in U.S. vs. Beard and U.S. vs. Wilder that says you get to make the determination.

And when you make determinations, of course, you don't make determinations by proof beyond a reasonable doubt. You make them by the conventional standard at sentencing, a preponderance of the evidence.

So we're not asking for anything unusual here.

We're simply asking for you to apply the normal burden of proof on disputed facts at sentencing which is preponderance of the evidence.

THE COURT: All right. Just a couple of other questions.

One of the arguments you make in your briefing is that the government continues to not comply with crime victim statute by discussing specific provisions of the plea agreement with your clients in their conferral setting.

And the government provided a big binder. I

didn't bring it in this morning. It's a binder full of documents where they go through, and at a high level, have considered comments from the victims. Of course, the plea agreement and the board meeting as an example that the government highlights.

Tell me, as probably the foremost expert on this statute in the country, tell me your view as to what level of detail the government has to engage in in conferring with your clients about plea agreements.

MR. CASSELL: Right.

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THE COURT: Their argument is we have conferred.

MR. CASSELL: Right.

THE COURT: We've let them know. We've heard their objections and suggestions and we've adopted some and we have not adopted others. But at the end of the day -- it came back to the deference. At the end of the day, we are in charge of this.

And our view is this is the proper agreement to reach in this case with Boeing. But you're saying there were some provisions in it that they never talked to your clients about. So I'm just wondering what your assessment is or your interpretation is on the statute as it relates to facts in the trenches.

MR. CASSELL: Let me make two points on that, a narrower point, and then a broader point. The narrow point

is, as you noticed in our reply brief, we initially were saying, look, let's just let Judge O'Connor get to the heart of this thing. Let's not wrestle over procedural issues.

But then we learned, when we got the government's

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brief in response to our opening brief, we had been told -you know, these families were on the Zoom call on Sunday
afternoon -- this is the deal. It's nonnegotiable. And
then they describe the terms in various ways. And so, off
they ran.

And it seemed to us they were taking a long time.

And sure enough, what was going on in the proverbial back

room was negotiations between high-powered legal teams over

what the plea agreement should look like.

We learned in the government's briefing -- in fact, Mr. -- I hope I'm pronouncing it correctly -- Tonolli. Is that correct?

MR. TONOLLI: Yes.

MR. CASSELL: His brief said, yes, there were material changes made during those negotiations.

Well, we were deceived. We were told that the deal was nonnegotiable. So we sat back and started prepping our arguments to present to you. If we had been told they were negotiating, we would have knocked on the door, and said, hey, we've got a few observations to make here too.

That violates the CVRA's right to be treated with

fairness. I mean, you know, you can have an interesting debate about how broadly should fairness be interpreted and so forth. But the one thing it's got to mean is the government can't tell the victims this is nonnegotiable and then walk out the door to a back room and start negotiating. So that's a violation of the CVRA's provision promising us a right to be treated with fairness.

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Now, you know, we would prefer that you throw the plea agreement out because it's a rotten deal, rather than send us back to what we think, frankly, would be another meaningless Zoom session with the government, but there we are.

The broader point is an interesting one that you raise. I am just smiling because I'm just revising our case book on crime victims' rights, and I may need to think about that a little bit more. I think the answer is they have to at least show the terms to the victims and get their feedback on it before they present it to a judge.

I mean, one of the things, as you mentioned, there's a big stack of binders about -- well, they've got all these government meetings, and they sure created a paper record that they sat there and listened to us for a while.

But the one thing we wanted to know is, well, what are you going to extend to Boeing as your deal? They never told us that.

1 They finally, at that last meeting, they said, 2 here's the deal. They described the terms. Why couldn't 3 they have said, even an hour before that meeting, well, here's the terms we're getting ready to extend. So what do 4 5 you think about them? We could have then worked with the government and 6 7 explained to them, we think you're misinterpreting Southern Union. We think that your remedial measure is pegged below 8 9 the fine inaccurately. 10 We think your monitorship needs some additional changes to it. But we didn't have an opportunity to work on 11 12 those specifics with the government, because they never showed us what was there. 13 14 To get right to the point, is that a violation of 15 I think it is. The CVRA was initially enacted in CVRA? 16 2004. It was amended in 2015. 17 And there's a little bit of history here. The 2015 amendment was designed to codify the Fifth Circuit's 18 19 decision In re Dean, where the government had failed to 20 confer with the victims. 21 So the 2015 amendment is found in 3771(a)(9). It 22 says the CVRA gives right for victims "to be informed in a 23 timely manner of any plea bargain." 2.4 So that, then, raised the question, well, what 25 does it mean to be timely informed? We submit that that

language means you get to see the deal. And that would be the being timely informed about the terms of the deal.

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And the reason that we read the language as including getting the details of the plea agreement is, if you go back to In re Dean, the 2008 Fifth Circuit codified in the later amendment, the Fifth Circuit said prosecutors should develop, "a reasonable way to ascertain the victims' views on the possible details of a plea bargain." Possible details of a plea bargain.

So if you simply follow Fifth Circuit law, they should have told us the possible details of the plea bargain. They never did that. And we think that's a violation.

So, again, we're not -- I understand your point about deference. Certainly, the executive branch is entitled to deference in some areas. Why couldn't they just Xerox the thing and say, hey, we're thinking about this. Got any comments?

That's all we were asking for. That's all these victims were asking for. And the government, I don't know, out of some, you know, we don't do it that way, that's not business as usual around here, kept it under wraps. I think that violates the CVRA. It violates Section (a)(9).

THE COURT: Thank you.

Let me ask you just a couple of other questions

quickly, because we have to get other arguments.

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But one of the arguments or assertions from both the government and Boeing is that the objection that you have to the corporate monitor would — the way you describe it at least, would encroach on the FAA's responsibilities.

And I'm trying to find it here in the plea agreement, but in Footnote No. 1 of the plea agreement, there's a reference to the FAA's obligation.

So what do you say to that? That the corporate monitor that you have proposed would improperly and perhaps compromise safety because of its interaction with the FAA?

Yeah, what's your take on that? I'm trying to find it here.

I've got my notes here.

MR. CASSELL: Yeah. No, I'm familiar with the argument. I'm sorry, Your Honor is too.

THE COURT: Yeah.

MR. CASSELL: I think it's sort of setting up the proverbial strawman. We've certainly proposed to Your Honor suggested ways that you might formulate the monitor, but it's not our job to spell out precisely what the monitor would look like.

We have simply criticized the monitor that the government is proposing and Boeing has accepted in the plea deal. So you wouldn't have to find to reject this monitor arrangement that the victims' families have come up with a

better monitor plan. All you have to say is that the monitor they're proposing is inadequate.

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Now we -- again, this is one -- to piggyback off of your last question about the possible details, if we had seen the details of the monitor arrangement, we could have said, hey, we don't think you've gone quite far enough.

Could you change this, and maybe add this over here? And they might have said, well, we like your first suggestion, but the second one butts up against the FAA. And then we might have said, let's change some language here.

If we had had an opportunity to reasonably confer -- to pull a phrase from the CVRA -- with the government, I think we could have crafted something that would have avoided the problems with the FAA.

We certainly would have had no objection to, if our monitor would have been adopted, to put in language that says nothing in this monitorship arrangement would supersede what the FAA is doing.

I mean, I think, their -- you know, this is the proverbial parade of horribles. If you give them an inch, Your Honor, the FAA's rules will get overridden, and planes will start crashing. That's not what's going to happen if you accept our proposal.

It is potentially, unfortunately, what might

happen if you accept their proposal, because they're putting in a monitorship arrangement that, I think we all have to agree, is going to be suspicious from the outset, because the Justice Department, one of Boeing's major customers, is going to be the one selecting the monitor.

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And then you get into these things too -- I don't know. I was preparing for the argument this morning, trying to make sure, if you asked me a question about what the nonconditioned conditions were, how that worked.

I spent an hour this morning trying to figure out, okay, if they violate something that's not a condition of probation, then they get to make a decision, but they bring it back to you.

And if you agree that they violated, then what they can do is file new charges against Boeing that are somehow, what -- but we're now past the statute of limitations.

I mean, the whole thing is jerry-rigged or whatever the right metaphor. You can't -- why isn't there just a standard, these are the conditions of release, you got to follow them?

Instead, what they're doing, these are the conditions of release, and the Justice Department and Boeing will sit down behind closed doors and figure out whether there is anything to bring to your attention. That's, you

1 know, I think the fundamental problem with the monitor. 2 THE COURT: And then on page 37 of your brief, you 3 talk about, I quess, it's a -- they've got this DEI 4 language --5 MR. CASSELL: Yes. THE COURT: -- for the monitor? Have you found 6 that? Is that new? 7 8 MR. CASSELL: I think in the current administration, it's been added in. 9 10 I guess our point of mentioning that is you would think that the monitor would be focused solely on 11 12 compliance. But instead, the way they're setting up the 13 monitor program -- and I'm not the only one to have made 14 this criticism, I think other judges have commented on 15 this -- other judges evaluating pleas have commented on this 16 as well. It seems like there are other agendas that are at 17 work there apart from trying to enforce compliance with the 18 agreement. 19 THE COURT: Okay. Okay. Anything else that you 2.0 haven't had time to address or came to mind as I was asking 21 you these questions? 22 MR. CASSELL: Well, I will resist the temptation. 23 THE COURT: Okay. 2.4 MR. CASSELL: We just ask on behalf of my 25 families --

1	THE COURT: Yes.
2	MR. CASSELL: strongly urge you to reject this
3	plea.
4	THE COURT: Very good. Thank you. Okay.
5	MR. VUCKOVICH: Good morning, Your Honor. Adrian
6	Vuckovich. I represent the crime victims starting with
7	Arfiyandi name which you placed in the order.
8	THE COURT: Okay. Would you introduce anyone else
9	who came with you?
10	MR. VUCKOVICH: Sure. I have Manuel Ribbeck with
11	me. Mr. Ribbeck represented approximately 60 families who
12	were crime victims in the Lion Air crash.
13	THE COURT: Thank you for being here.
14	MR. VUCKOVICH: Thank you for allowing us to
15	appear this morning and address the plea agreement, Your
16	Honor.
17	We are asking you to reject the plea agreement.
18	In doing that, I want to be clear because it in order to
19	try to have you accept the plea agreement, both the
20	government and Boeing intimate that the arguments made are
21	stepping on prosecutorial discretion and at some point
22	violated the due process of Boeing.
23	We are not trying to do any of that and we're not
24	doing that. We are not asking that a different charge be
25	made against Boeing. Even though there are other charges

that should have been made, we're not asking that.

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And we're not asking that other parties be included in the criminal case even though they should have been.

Where we are is just where you ordered us to be is to take a position on the plea agreement and whether we accept it -- or why you should accept it or reject it. You also have the choice of deferring under Rule 11.

But fundamentally, this agreement is really a recast of the deferred prosecution agreement. And when that failed -- and it only failed because the government was forced to find that Boeing violated it after the door fell off the Alaska airplane. Otherwise, I don't think we'd be here.

You have the ability, the authority, to reject this agreement if it is not consistent with the sentencing guidelines or it doesn't reflect the seriousness of the conduct at issue.

And that's just it here. How you can have a plea agreement where when you have already determined that the fraud was a proximate cause of 346 deaths and yet the plea agreement completely ignores that, for that reason alone, the seriousness of the conduct is not acknowledged, addressed in this plea agreement, and on that basis alone it should be rejected. It also is not consistent with the

sentencing guidelines.

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But I will start with the monitor, I think, because that was the last topic that you left off with. So we've advocated a monitor that you pick and only you pick.

Now, maybe there are other circumstances where the government should recommend somebody and you could evaluate it, but this is not that circumstance.

Why? Because these parties, the government and Boeing, they're in an ongoing business relationship. I reference that in our submission that, really, is this just an arm's length transaction? And I don't think it is.

But if you focus only on the monitorship issue, why should two parties that are in an ongoing business relationship have any role in determining somebody, the identity of a person, who is supposed to monitor the relationship between the government and Boeing, because that's what this monitor is supposed to do. And we've already seen that when, left to their own devices, it doesn't work.

So whether it was the process set up with the deferred prosecution agreement, that didn't work. As pointed out by Professor Cassell, even in the first deferred prosecution agreement, we saw that Boeing continued making misrepresentations in between the airline crash and the Ethiopian crash.

So the process that's been in place, the same old thing, where the Justice Department gets to decide who the monitor is, they give you 10 days to object. I've never seen a provision which gives the right to the judge to object as if they're the creditor and you are the debtor. It's your authority. You should decide on this critical issue of safety, when 346 people have died, who is the monitor.

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And then from there, all of the role of the monitor can be determined. But there is nothing wrong with appointing. And it's going to have to be somebody with technical expertise. It's not going to just be a retread, like a baseball manager, who just keeps getting renamed.

It has to be a qualified person who has technical expertise who can actually monitor safety. We've suggested a former military person, but that's beside the point.

The agreement should be rejected because the monitorship, as advocated and as contained in the proposed agreement, it does not work and will not work because of the existing relationship between the government and Boeing.

Number two, okay, accepting that this is a fraud case. You have already ruled that the victims of this fraud include the families. And, yet, when you look at the proposed plea agreement, this \$243 million, completely ignores these victims.

Where does that number come from, 243,600,000?

First of all, it only considers gain. They never looked at loss. I think, as Professor Cassell wisely pointed out, they don't want to look at loss because that would mean looking at the fact that 346 people died.

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But the reason -- just taking the number as it is, the reason the 243,600,000 should be rejected is because that number comes from the deferred prosecution agreement at page 10. Same number, exact same number.

And in the deferred prosecution agreement, it says, that number represents Boeing's cost savings based on Boeing's assessment of the costs associated with the implementation of full-flight simulator training for the 736 MAX [sic]. No investigation of what the real numbers are.

We're relying on the defendant, who's admitted to engaging in fraud? That cannot be a proper basis for calculating a fine in this extremely serious case.

So why didn't the government, if you're going to even use gain as a basis, why would they rely only on Boeing's figures. It makes no sense. So for that reason, the agreement should be rejected.

Should Boeing and -- listen, you have to ask yourself, should Boeing be given any deference on the issue of the information it provides?

Well, yes, it's a defendant that has admitted engaging in fraud which has caused 346 deaths, but it's not the only fraud.

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Even in the deferred prosecution agreement, the government highlights prior instances of fraud engaged in by Boeing. So this fine is completely inadequate, and the basis for it, Boeing's uninvestigated financial information, is another reason to reject the agreement.

But they should have considered loss. This is a fraud case, and it is a sentencing issue. For whatever reason, they completely ignored the loss calculation.

And we've given you different numbers. We are not suggesting a particular number today, because that's not the purpose of this exercise.

We agree. You are not supposed to go through this document and veto one line but accept another. It's an all-or-nothing proposition. But the simple fact that the gain number, the fine number, is only based upon financial information from Boeing is a basis to reject it.

The second basis is they never considered loss.

Because if they considered loss, they would have had to consider the deaths of 346 people. And it only needs to be considered on beyond a reasonable -- you know, it is a sentencing issue, as Mr. Cassell pointed out, and, therefore, it is not a beyond a reasonable doubt standard.

So one issue you could -- one consideration here is you could reject this agreement and consider a presentencing investigation and have somebody actually consider loss and maybe talk to the families and evaluate what a proper fine would be here. In terms of the cap and that issue, we defer to Professor Cassell.

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With respect to the conduct, now Professor Cassell raised the issue of all of the misconduct has not been presented. And that gets into an issue of whether it's prosecutorial discretion or whether more facts should be presented.

This has to do with whether there should be a mid-level executive charged or a higher-level executive charged. That's fine. But it seems to me we have admissions in the record. The deferred prosecution agreement, which was approved by the upper management of Boeing, is an admission. It says it is.

So why would that admission, where the upper management of Boeing has acknowledged that there was fraud, would we only use a mid-level management basis for sentencing. On that basis alone, the agreement could be rejected.

There are other admissions. Boeing attached the civil plea agreement in which there's an admission of liability. That's an admission that can be used in a

criminal case, and it's also an admission that can be used in sentencing.

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So, it is not accurate based on the admissions to only have a mid-level management factor in calculating the sentence here.

Last, on the issue of restitution. Restitution is a great idea. The Crime Victims' Act provides for it. But the procedure for restitution that's in the agreement essentially provides for no restitution because it allows basically for a setoff for the civil lawsuits. It only requires Boeing to pay after appeal.

So what that does is, it involves this Court with potentially 346 restitution cases. And it doesn't require Boeing to do anything until after an appeal, which should be about five to seven years from now.

It's a separate remedy from a civil remedy.

Restitution in a criminal case is a remedy that the Court can impose in sentencing. There's no basis to automatically have language in the agreement which requires a setoff for the civil case.

It doesn't take into consideration that, at least on the Lion Air case, when some of those -- right after that occurred, Lion Air sought releases from victims for approximately \$80,000, and that became a factor in settlements with Boeing.

1	And so, because a civil settlement is never the
2	full value of a case, there's the language that's
3	contained in the agreement concerning restitution is not
4	going to provide full restitution to the crime victims. So
5	we ask that the agreement be rejected. Thank you.
6	THE COURT: Thank you.
7	Give me one second. Come on up.
8	My notes are incomplete on something, so I'm not
9	able to find the provision that I'm looking for.
10	With that said, introduce yourself, whoever is
11	appearing here with you that should be introduced, and then
12	the floor is yours.
13	MS. DOW: Yes. May it please the Court. Good
14	morning, Your Honor. My name is Mary Dow. I'm here with my
15	co-counsel Jeff Hellberg.
16	THE COURT: Thank you.
17	MS. DOW: And we are here on behalf of LOT Polish
18	Airlines.
19	THE COURT: Thank you.
20	MS. DOW: And just to begin with, this is my first
21	time before Your Honor and also in a room with the families
22	who are present here today.
23	I just want to take a moment to personally, and
24	also on behalf of LOT, recognize the families and extend our
25	condolences and deepest sympathies to them.

We certainly recognize that LOT's -- the damages that LOT has sustained as a result of Boeing's crimes are in no way comparable to the immeasurable pain and suffering and the other losses that the families have suffered and are continuing to suffer as a result of Boeing's crime.

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But, Your Honor, by objecting to the plea, which is LOT's right to do, we don't -- there's no intention to take away or jeopardize any rights that the families have to the relief that they are seeking.

This is something that the government has insinuated in their briefs and also has brought up today as well. This idea that by LOT asserting its right to restitution, we are somehow taking away the families' ability to recover restitution for themselves. That just simply is not true, Your Honor.

First of all, Mr. Cassell, and just now
Mr. Vuckovich, pointed out that, even as the plea is
currently written, while there's a recognition of the
families' right to restitution, it's not guaranteed.

There are a lot of questions there that still, I think, leave a lot to be desired when it comes to the families' right to restitution.

But kind of on a broader point, when it comes to the CVRA recognizing LOT's rights as a crime victim does not in any way take away from recognizing the families' rights.

The statute recognizes multiple types of victims who have suffered different types of losses.

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And this idea that, I think, the government has presented today that there has to be some either/or choice between recognizing LOT's rights to restitution and the families' rights to restitution, it's just simply not true.

And to be clear, Your Honor, LOT's position is, as is stated in the briefing, LOT is a crime victim under the CVRA. And we think that Your Honor's, I believe its October 21, 2022, opinion recognizing the families' rights under the CVRA -- excuse me -- equally applies to LOT. The direct and proximate cause analysis that Your Honor laid out in your opinion gets LOT there as well.

The idea that there's -- the MAX crashes are somehow -- you know, there's an intervention between the MAX crashes the MAX grounding, I think, is somewhat preposterous.

I don't need to waste your time to go over the words that you wrote and the explanation that you gave in your opinion. We will leave that to the brief on that issue.

That kind of gets the bigger point and the reason that LOT is objecting to the plea is what government and Boeing have proposed, Your Honor, is essentially taking away Your Honor's obligations under the CVRA and its

discretionary authority under the restitution statutes to enforce LOT's rights. There are essentially trying to do that themselves and that's improper.

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I think, on that reason alone, the plea needs to be rejected at least when we're talking about LOT. I mean, Mr. Cassell and Mr. Vuckovich have laid out numerous other reasons why the plea should be rejected, and we agree that each of those reasons is sufficient enough for your court to reject it.

I just wanted to turn now to the government's argument regarding LOT's right to restitution. As Your Honor is aware, we are asserting that, under the facts of the case, under the factual admissions that Boeing has made in this proceeding, the Mandatory Victim Restitution Act applies.

It sounds like the government and LOT are in agreement that Hagen controls here when it comes to determining whether the offense against property provision of the MVRA applies here.

And Your Honor heard from the government this morning about the various cases that Hagen relied on when talking or when discussing how you know or how you determine whether a crime that's been pled guilty to is an offense against property under the MVRA.

But I think what the government -- in talking

about the cases that the Fifth Circuit relied upon, it kind of has ignored what the Fifth Circuit actually said. And I will just read from the case a statement that's made with respect to Hagen, which were the defendants in that case.

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"The trial court heard sufficient evidence to find that the Hagen used fraud to derive an unlawful benefit in the amount of 27 million, approximately, from the Medicare program. This is enough to establish an offense against property committed by fraud or deceit under the MVRA."

The Fifth Circuit says fraud or deceit and an unlawful benefit is what you need for a crime against property.

Here, we have factual admissions by Boeing that their crime, conspiracy to defraud the U.S. government, the FAA AEG, was committed by fraud or deceit, and they unlawfully benefited to the tune of -- whether it's the correct amount or not, at least \$243 million.

From our perspective, Your Honor, under Hagen, we have a crime against property. And with respect to LOT, we have an identifiable victim that has sustained almost \$200 million in losses.

In this circumstance, our position is that the mandatory restitution provision applies. The fact that the plea expressly writes out that from the agreement is the reason -- a reason it should be rejected.

And just another point that the government raised in terms of discussing Hagen. The idea that it's not a crime against property because it was aimed at a regulatory agency and the effect was to obstruct the agency's functioning.

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In the briefing that the government submitted in Hagen, they argued against that exact point that the defendants were making. That it was -- they were just -- I can even point to the briefing. The Hagen surmised that they are impairing the operation of a government agency, according to the government.

That argument misses the point. The Hagens' whole reason for impairing government operations and paying kickbacks for doctors' orders was to obtain unlawful benefits. In other words, to obtain property. That's what we have here, Your Honor.

But, Your Honor, even if the -- you determine -- and it's your decision, it's not the government's. If you decide that what Boeing has -- or may plead guilty to is not a crime against property, your Honor still has the obligation to determine LOT's right to restitution under the Victim and Witness Protection Act, which gives the right to award discretionary restitution to LOT.

And you heard from the government this morning that Your Honor shouldn't -- you know, shouldn't award

discretionary restitution because LOT's damages are too complex, and I believe they said in their brief, there's too many -- it would open the door to too many other victims.

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But, Your Honor, that kind of gets back to the broader point of that's not for the government to decide.

It's Your Honor's authority and discretion to decide those points.

And we have not had an opportunity to present evidence, Your Honor, as to LOT's damages. And while the government has made a point of referencing prior submissions that LOT made regarding preliminary damages, just three weeks ago LOT produced to Boeing an expert report laying out all the economic losses they sustained.

We would be happy to present that to Your Honor and present evidence. And we just want the opportunity to be heard so that Your Honor can make that decision and that Boeing, and the government can't essentially just write out LOT from the agreement.

So unless Your Honor has any questions, I will just close by saying LOT is objecting to the plea because it essentially prohibits Your Honor from exercising your authority under the CDA and your discretion to determine LOT's rights as a crime victim of Boeing.

THE COURT: Thank you.

MS. DOW: Thank you, Your Honor.

MR. TONOLLI: Thank you, Your Honor. I will be brief. But if the Court has questions, I'm happy to entertain them.

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THE COURT: Go ahead and rebut what you heard.

MR. TONOLLI: Just starting with the last argument from counsel for LOT. Just to clarify what the Hagen decision said. The unlawful benefit that the Hagen sought was stealing money from Medicare and Medicaid.

So it's not that they profited on their own, but rather, they took it from another party. And that's why that was an offense against property and why that doesn't apply here for Boeing.

Going back to -- briefly with Southern Union.

Respectfully, the Court did not limit its holding to the RCRA statute, the R-C-R-A that was at issue. And, in fact, the Court said there could be no more mechanical than applications of \$50,000 per day when the indictment said what the days were that the violations occurred between, the jury verdict form listed those same dates, and the jury checked guilty.

Even then the Court said a simple mathematical equation was not good enough. The trial court should have only taken from that the one day a violation was established because the jury had not found how many total days.

And here in this case, it would be anything but a

mechanical application, as you've heard, although we all -we respectfully disagree with their views. It is clearly
not something that could be easy, and even if it was,
Southern Union would preclude unless Boeing admitted it in a
guilty plea, or a jury found it beyond a reasonable doubt.

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As to those other theories of gain or loss, the government has spoken to that in our declaration in prior litigation in this case. We've made clear, we've analyzed those different theories, it is our assessment in our prosecutorial discretion that the evidence we had, the best case we can make, the highest amount is the 243.6 million on the gains side related to training-related costs. We have analyzed that, and that is our assessment.

And the Court asked what is -- asked of

Mr. Cassell: What is the difference owed to the government?

And we will get the name right. It's in our brief. But the

Lefebure case in the Fifth Circuit explained it clearly.

That's L-e-f-e-b-u-r-e.

It is a bedrock principle of our system of government that the decision to prosecute is made, not by judges or crime victims, but by officials in the executive branch.

The executive branch has exclusive authority and absolute discretion to decide whether to prosecute a case. We have exercised that discretion in good faith after an

exhaustive investigation over years.

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And the case we can prove is the case we have charged. And for that case, this resolution is just and fair, and we ask the Court to accept it.

Regarding the conferrals with the families, I think the record speaks for itself. We respectfully disagree with Mr. Cassell. We have gone, frankly, above and beyond what a reasonable interpretation of the CVRA could expect of the government.

We did tell the families what the terms of the proposed plea agreement were. And after we told them, we heard from them for another hour and 45 minutes on their views and objections to the agreement.

And when we extended the offer to Boeing, we did make changes to make them more favorable in the favor of the families, to further incorporate their views. We did not water down the deal after speaking to the families. We took the feedback during that conversation and further incorporated it in.

Specifically, we had told the families that we would not -- that we would stay neutral on restitution because of what we expected to be disagreements, not over everything but over certain issues, so that they could have free and clear argument with the Court and with Boeing and would not have the government objecting at least to certain

1 portions of their argument. 2 They vociferously told us they wanted us to support them. So we changed the offer to Boeing and said 3 that we would support all lawful claims, and we will. 4 5 We also changed -- with respect to the application for monitor candidates. Mr. Cassell and cocounsel and the 6 7 family have been consistent with us throughout our conferrals about their views on the monitorship process the 8 9 department typically uses, and they share those again when 10 we conveyed the plea offer terms, which was to use our 11 standard process. 12 But after hearing them, we changed it when we made 13 the offer to Boeing and said that, instead of the company 14 picking its own monitor, we would do a public application 15 process. So we've conferred. We've conferred extensively. 16 17 And we've heard and we've appreciated the viewpoints of the victims, and we've done what we can to incorporate them 18 19 where appropriate. 2.0 So again, we ask the Court respectfully to accept 21 the plea agreement. I'll step down. 22 THE COURT: Let me ask you a few questions. 23 MR. TONOLLI: Sure. 2.4 THE COURT: Why the 11(c) plea in this case? 25 MR. TONOLLI: So 11(c)(1)(C) pleas are a standard

1 practice used in corporate criminal cases that have been 2 accepted by many courts as an appropriate and effective way 3 to resolve these cases. Particularly here where the Court has had the 4 benefit of almost four years of presiding over this case and 5 the related case of the former chief technical pilot where 6 7 the Court has had extensive briefing, both in the CVRA context and now in this plea agreement. 8 9 The Court is well aware of the factual scenarios 10 and the parties' positions on what is appropriate. The plea agreement presents a statutory maximum fine and the plea to 11 12 the only charge in the Information. 13 Whether the Court accepts the plea or not, that 14 will be the charge. And so, in these circumstances, a 15 (c)(1)(C) plea with a full package for the Court to consider 16 and exercise your discretion, we believe, is appropriate. 17 THE COURT: Why is that? I understand that you say that is commonplace --18 19 MR. TONOLLI: Certainly. 2.0 THE COURT: -- or however you said it, in 21 corporate cases. But why is that? 22 I mean, if you have -- if you have a lot of these

MR. TONOLLI: Again, we are informed by our

disputed issues and you have Boeing willing to plead guilty,

why a (c)? Why a binding plea agreement on the Court?

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experience in the criminal division, in the fraud section in particular, of handling dozens of corporate criminal cases over the years and probably the most of any other department component.

And that when it comes to companies, particularly large publicly traded companies that have a significant number of shareholders and stakeholders, whether that's people in the supply chain, customers, their employees, millions of shareholders here and abroad, that the certainty that comes with a board of directors which have legal liability for the decisions they make and need to make a fully informed decision, that this -- these 11(c)(1)(C) pleas, which are negotiated hard at arm's length, provide a corporation the ability to understand what the potential collateral consequences are, again, to thousands -- hundreds of thousands of people and in the economy.

And so, again --

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THE COURT: What is the difference as far as those collateral consequences?

Can you give me some examples? What would be something that's different for an 11(b) plea, as opposed to an 11(c) plea, that would justify the (c) plea for the board of directors?

MR. TONOLLI: Certainly.

THE COURT: What are these collateral consequences

you're talking about?

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MR. TONOLLI: So first, as a matter of process, as Your Honor knows, the 11, the (b) plea would not be -- it would be a party's recommendation, but it would not provide the certainty. So it still would leave it up in the air about what the Court would decide in its discretion.

So in terms of the collateral consequences that could flow, as we cite in our brief, there's potentially, for a company that is a government contractor that could be debarred, so it could be impaired in its ability to do its business or do it to the same extent, and it could otherwise lead to debt covenant issues about their ability to pay or have to pay back banks that have loaned them money.

So there are a lot of consequences that can happen and impact throughout the company and beyond. Thousands or, again, hundreds of thousands of folks who are not involved in the criminal conduct had no idea what was going on.

THE COURT: And so, one of the collateral consequences -- let me ask it this way. Is one of the collateral consequences that the (c) plea in this case gives certainty to Boeing on is the risk that I may order as a condition of probation that they be debarred?

MR. TONOLLI: Not --

THE COURT: Whereas the "C" plea that you propose doesn't have as a condition that they be debarred, it says

1	that they risk being debarred, and that they can seek these
2	exceptions, if the government wants to grant these
3	exceptions.
4	Is that what you are saying a consequence is?
5	MR. TONOLLI: No, Your Honor. Not that the Court
6	would have the authority to debar, that would be with the
7	debarment officials of the agencies that deal with Boeing.
8	But that is
9	THE COURT: Which is what you are setting out
10	here?
11	MR. TONOLLI: Correct. Right.
12	THE COURT: Because if they're being convicted of
13	a felony, so the law sort of defaults to not doing contracts
14	with them anymore?
15	MR. TONOLLI: And that's certainly one aspect, but
16	not the only. The one front and center
17	THE COURT: Right. But I'm just trying and I'm
18	just trying to understand why the "C" plea here.
19	I mean, I've got some other questions about the
20	plea agreement that I want to get into with you, but just I
21	want to start kind of at the top level here.
22	Really, the only reason it seems to me that we are
23	dealing with this is that you've entered into a "C" plea.
24	Had you not entered into a "C" plea, a "B" plea, or just an
25	open plea A, 1, whatever it is, maybe they would have

1 objected to that as well, I don't know, but part of the 2 reason for the objection -- you know, my notes, I don't know if it corresponds with his list, but there are eight reasons 3 that I have in reading the briefing that -- at least the 4 5 first set of victims who appeared had for the objection -- a lot of it stems from the "C" plea, the corporate monitor, 6 7 the safety investment, things of that -- a lot of that is because it is a "C" plea. So I have no discretion. I 8 9 either accept it and impose those things or I don't, and 10 that's why they object. 11 So I'm trying to get from you an understanding, 12 other than this is the way we plea in all corporate cases, 13 why you used the "C" plea. 14 And I understand you to say because it's 15 hard-fought and there needs to be certainty because it helps address for the board of directors collateral consequences. 16 17 So I'm trying to understand, what are these collateral consequences? 18 19 Maybe these collateral consequences are enough to persuade me that I should accept a "C" plea. But if it's 2.0 21 just debarment, or if it's just they got some lenders out 22

there who want a "C" plea, I'm not sure that that pushes the ball over the line for me.

MR. TONOLLI: Sure. Understood. Thank you for

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MR. TONOLLI: Sure. Understood. Thank you for the feedback.

And, certainly, if you look at the monitor provision, one of the hotly contested issues here is the scope of the monitorship and how that interplays with the FAA.

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And while Mr. Cassell says it's not the families' obligation to propose what that monitorship would look like in the absence of this plea agreement, you do know from what they've submitted earlier in this case about their view on that, to include having the authority to dictate changes to aircraft.

Now, I can't speak for Boeing. So I'm not trying to do that. But I am speaking from the perspective of the Department of Justice in thinking about the interplay of the monitorship with the lawful role of the FAA.

And certainly, that is a big area of concern, as you heard from Boeing. And they can speak to it better.

But that is a significant, not just on the business impact, but about how they build and design their aircraft and having to interface, not just with the FAA, the NTSB, any foreign regulators.

And so, the Department of Justice, the monitorship, should be narrow and tailored to the crime with the sentencing guidelines that focus on compliance and ethics.

Mr. Cassell said earlier in the discussion about

conferrals, well, if we had only known that the government was thinking about a monitorship of this scope, we would have spoken up and said, well, you should do it this way or that way.

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They have been speaking frankly about the monitorship, Mr. Cassell in particular, throughout our whole time conferring. In fact, there are letters that Mr. Cassell submitted about the scope of the monitor and also to the Court in their request to appoint one.

And so, that is a significant area where certainty matters, not just to Boeing, but to the flying public and to the -- respecting the integrity and the lawful role of other government agencies.

THE COURT: So why do you need a "C" plea for that?

In other words, all of those concerns that you legitimately have as a representative of the Department of Justice and that Boeing legitimately has because it's inherent in their business and the interplay between what you propose in your plea agreement and what the FAA does by statute, why is that a reason for the "C" plea?

MR. TONOLLI: Because if Your Honor did not agree with that, right, if we presented a "B" plea where we agreed that the parties would suggest that to Your Honor, but Your Honor would have the discretion to impose a monitorship with

1 a broader mandate or scope, then that is not a deal, so far 2 as I understand, that Boeing would accept. And it's not 3 something that the government would be comfortable with 4 either. 5 So we are presenting to the Court with full reasoning and the benefit of full briefing about why in 6 7 exercising your discretion this makes sense. THE COURT: Your concern then is, without a "C" 8 9 plea, I may not accept the concern that the language that 10 Mr. Cassell has been pushing, may encroach on the FAA's statutory mandate and, therefore, cause significant 11 12 confusion for Boeing? 13 MR. TONOLLI: Not just for Boeing, but from the 14 interest of the government in thinking about the flying 15 public. 16 THE COURT: The public? 17 MR. TONOLLI: Yes. Yes. THE COURT: Okay. So that's a reason for the "C" 18 19 plea. What else? 2.0 MR. TONOLLI: I think I've expressed the reasons 21 that we have for doing those and that speaks to it. 22 There also -- related to the monitorship, the compliance investment. The 455 million. I said in my 23 2.4 opening, and I can point Your Honor to case law, that there 25 is a significant risk, a litigation issue around the

remedial measures the Court can order in a sentence, putting restitution aside, but to address the harm or risk of future harm.

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If you look at Southern Union, the case when it was remanded from the Supreme Court at the district court level, I can cite to the Court -- the case cite is 942 F.Supp. 2d 235. It's the District of Rhode Island.

The Court had imposed, as part of its sentence, a \$12 million community service requirement. And when the case came back from the Supreme Court saying that the statutory maximum could be only \$50,000, the Court on its own observed that the \$12 million community service requirement was not -- could not stand in the Court's view, and said, "Courts have consistently held that combination of the fine imposed under the statute setting forth the offense and any conditions of probation cannot exceed the statutory maximum penalty."

And cited to include a case from the Southern

District of Texas, United States vs. Citgo Petroleum, where
a court had found similarly.

And so, in the absence of Boeing's agreement here, and the Court's willingness to impose as a requirement the \$455 million compliance investment, that is another benefit to the "C" plea to ensure that that investment is there, which matters a great deal to the government, and we think

to the public, to ensure that that payment is ordered and is a condition of probation.

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THE COURT: And so, a "C" plea is needed on that issue because I may not have the authority, depending upon how you read the punishment portion of your plea, to impose the \$400-plus-million over the term of probation?

MR. TONOLLI: Or may disagree and find a lower amount or a higher amount. But the point is that a substantial -- quite substantial, almost half a billion-dollar investment, if the Court approves and we present is guaranteed to inure to the benefit of the public and to Boeing.

THE COURT: Let me ask you about the concern about the monitor and the FAA.

So in paragraph 6A of the plea agreement, you say that, "Boeing breached the DPA by failing to sufficiently integrate its ethics and compliance program with its safety and quality programs in a way that's necessary to detect the fraud loss."

And then, in paragraph -- on page 21, looks like paragraph 26, there's a footnote there, where you say that "Nothing in the agreement can be construed as establishing, interpreting, or modifying any aviation standard or requirement applicable to defendants' operations or products that exist under federal law, regulation, and guidance or as

otherwise established and overseen by the FAA."

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So my question to you on this, as I've been reading through the document itself and through the briefing on this issue and the objections back and forth between what Mr. Cassell is proposing, what Boeing and the government are asserting, how do you draw that line?

How do you draw the line?

What is an encroachment to the FAA's jurisdiction as it relates to integrating ethics and compliance programs with safety and quality programs?

MR. TONOLLI: So to answer that I think it helps to look at the Attachment D to the plea agreement, and specifically paragraph 4 on page D2. I can wait until Your Honor has turned to the page.

THE COURT: Yes. Thank you.

MR. TONOLLI: That paragraph sets forth the proposed definition of the monitor's mandate. And as you read there -- I can read it through, but I'll read the last part.

"As a result, the independent compliance monitor's mandate does not include substantive review of the company's design, engineering, or manufacturing processes and decisions, or of the correctness of any of the company's decisions relating to compliance with the FAA's regulatory regime."

How does that work in practice? We have an example of this in the statement of briefs that Your Honor pointed to about why we found the company violated the DPA.

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It was not because it was based on a government finding about the engineering or what happened with the door plug blowout in terms of how that was handled by the mechanics.

Rather, it was about compliance and ethics. Not second guessing the judgment of the safety and quality folks but being aware of the risks so they can design controls to make sure that the information, when it goes to the FAA, is truthful and accurate.

So, for instance, that when Boeing prioritized moving airplanes through the production line over getting work done on the plane at the time it was supposed to be and where it was supposed to be done, instead they would push the planes forward, and they would have to have out-of-sequence work.

If something wasn't right at Point A, then they would wait until Point D to fix it. That creates a risk that not the right personnel in the right way are fixing it.

That's not for compliance and ethics to say you need to make sure that the right personnel do it, but we need to know about the risk so we can design a control, a way to understand who did the work, how did they do it, and

that can be checked before certification goes to the FAA.

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So not second-guessing the substantive and mechanical and engineering call of that side, which is the FAA's province.

The same is true on the document of removals. When you talk about the door plug and you look at the statement of breach, there's an issue about whether people were appropriately writing down whether they had removed.

So an accurate record so that, when the certification goes to the FAA, that people can know, was something done here that we need to give a second look to?

It's not a compliance and ethics role, and we're not trying to second guess the FAA on how the removal is done or who does it, but if it happens, is it documented so that people know?

And then, the last one was stamping in the Charleston facility. The issue there was as an engineering and manufacturing process, are the workers stamping that as certifying that they did the work they were assigned to in the right way? Again, that's on that side of the house so to speak.

But compliance and ethics, we determined, was not doing a sufficient job to find out if the workers understood that obligation or trained enough on it so that they could do it right so that as a process matter, those stamps were

1	valid and could be relied upon down the line in
2	certifications to the FAA.
3	So this language in paragraph 4 carefully
4	calibrates the focus on compliance and ethics, as it does
5	controls and policies and procedures, to ensure accuracy
6	without second-guessing the underlying engineering and
7	manufacturing judgment.
8	THE COURT: And on the stamping, I don't know I
9	didn't write it down as a quote, but it seems to me on
10	page 8, 1 through 8 of 1-A in paragraph 16, you said it was
11	false.
12	So what you just described there sounded more like
13	it wasn't done properly. But it sounded like, when I read
14	it, that whatever had happened was done falsely?
15	MR. TONOLLI: No, that's correct. I did not mean
16	to suggest otherwise.
17	THE COURT: Okay.
18	MR. TONOLLI: In other words, people saying they
19	had done the work when they hadn't
20	THE COURT: I see.
21	MR. TONOLLI: or had done the work in the way
22	they were supposed to have and had not.
23	THE COURT: I see.
24	MR. TONOLLI: Or stamping for someone stamping
25	as if they were the person who had done the work. So in

1 either way not accurate, not correct, false. 2 THE COURT: I see. Okay. All right. 3 And so, that's how you draw the line, is that, regardless of what the engineering does require or does not 4 5 require, it is only the reporting of that as it relates to compliance and that necessarily includes ethics since you do 6 7 it honestly? MR. TONOLLI: Yes. And "only" is doing a lot of 8 9 work there because that matters. That work, in terms of 10 making sure what the FAA gets is truthful and accurate, is a substantially important part of the company's efforts and 11 12 the government's interest in the monitorship. So it's not just a matter of paperwork. It's 13 14 ensuring that compliance and ethics knows about what the 15 risks are on the safety and quality side. Because one of the points we make in the breach 16 17 discussion is that, while the safety and quality side of the house knew about the risks from travel or out-of-sequence 18 19 work, that compliance and ethics weren't plugged in on that, 2.0 and weren't also side by side in how they could address the 21 risk, not from an engineering perspective, but from an 22 accuracy in truth and documentation perspective. 23 THE COURT: Okay. 2.4 MR. TONOLLI: So it's about bringing them to

together so there's visibility, and then compliance and

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ethics can do their part, and let safety and quality continue to do what they do, as overseen and regulated by the FAA.

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THE COURT: Now, Mr. Cassell, well, all of the victims, the four victims who argued today object to the fact of the independent monitor not being a condition of probation.

Why is that? Why is your position that it should not be a condition of probation?

MR. TONOLLI: So the retention of the monitor is a condition of probation. What the Court is referring to is the company's obligation to abide by the compliance provisions in Attachment C to the plea agreement. And also, to implement the recommendation of the monitor.

And again, because the -- as the agreement proposes, the government will be overseeing the monitor, the monitor will report to us. We have a large, well-resourced and expert team of folks on the compliance side who that's what they do.

They've worked with many monitors over the years. They know how to do it successfully. Because we're on the ground and working close side by side with the monitor, the best position to make an assessment about whether the company is meeting its obligations either under compliance or implementing the recommendations of the monitor.

accountability if Boeing doesn't do that, of course, the agreement does provide accountability. Paragraph 38 provides that the government, in its discretion, if it determines that Boeing is not meeting its obligations under those provisions, can extend the term and the monitorship for up to a year.

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So by Mr. Filip's calculation, that could extend the government's total oversight of Boeing up to seven or eight years in total.

Of course, if the company failed to abide by its obligations under the agreement, the government could also seek to have the agreement vitiated and to have the company resentenced for the crime it pled guilty to.

THE COURT: And so, why wouldn't -- let me ask it this way. What is the harm of having Boeing comply with the monitor's recommendation a condition of probation?

MR. TONOLLI: I don't know that there's a harm.

There certainly is a substantial cost that could be imposed on the probation office or the Court if it's going to be overseeing the monitor in the way that the government does, and we have a whole team of people who do.

And so, this has been a process that other courts have said yes to and has worked, in terms of our ability because we're the ones on the ground with the monitor. And

1 so, we know the facts best and are able to make that 2 assessment. 3 So again, it's not a statement that it would be a harm if it was a probation condition, but it's something 4 5 that the government in its assessment is comfortable with and that Boeing is. And there is meaningful accountability 6 7 if they don't meet their obligations. You need only look at the DPA, where it was the 8 government's discretion to decide whether the company 9 10 satisfied its obligations there. And we made a decision in our discretion that the company did not. The only reason 11 12 we're here today is because the government decided to 13 prosecute Boeing for failing to live up to its obligation. 14 THE COURT: Have there been courts that you are 15 aware of that have rejected this monitorship that occurs 16 outside of the -- including it as a condition of probation? 17 MR. TONOLLI: Yes. THE COURT: Do you have any feel for why those 18 19 courts rejected that process? 2.0 MR. TONOLLI: So my knowledge is not as extensive 21 as other's might be. 22 THE COURT: Right. 23 MR. TONOLLI: But I do know at least one court, I 2.4 believe, in the Southern District of Florida expressed 25 concern --

1	THE COURT: Is that Carnival Cruise?
2	MR. TONOLLI: Pardon?
3	THE COURT: Is that the Carnival Cruise case?
4	MR. TONOLLI: No, it wasn't Carnival. It was a
5	recent resolution with the fraud section on the criminal
6	side. I'm familiar with the Carnival Cruise case.
7	But the Court expressed, you know, the desire to
8	be able to exercise probation oversight or revocation if the
9	company didn't live up to its obligation.
10	THE COURT: And so, if I were to accept the plea
11	agreement and it's not compliance with the monitor is not
12	a condition of probation, then the remedy, if you determined
13	that they didn't you extended it, and they continued to
14	not comply, would be not to revoke their probation, but to
15	declare the plea agreement breached, and then to prosecute
16	them
17	MR. TONOLLI: Correct.
18	THE COURT: on the underlying case?
19	MR. TONOLLI: Correct. Or seek resentencing on
20	the guilty plea that is for not for the company not
21	living up to its bargain under the deal.
22	THE COURT: Yeah. Okay.
23	And then, what is your position on this DEI
24	provision that you are applying to the monitor?
25	MR. TONOLLI: That is a Mr. Cassell's correct,

It does not put at stake or risk the quality and the capability of the monitor, but it is something that the department takes into account as it assesses the totality of an application for a particular person or monitor team.

THE COURT: So what does that mean in practice?

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MR. TONOLLI: To my knowledge, it doesn't mean in practice that we select less qualified. We think they're not mutually exclusive. It's just something that, and particularly here where we have a public monitor application process, it's even less of a concern than a company that is proposing monitor candidates and only three. Here, we're going to hear from anybody who can submit from all over the country or elsewhere.

So, again, that policy perspective really comes from -- it matters in its own right to the department. However, in the standard process where it's the company proposing the candidates and people can apply on their own, it certainly is an expression to the company of what the department -- one of the things it is looking for.

THE COURT: And when you use the word "diversity" in this context, that means what?

MR. TONOLLI: I think that in all manner that diversity means these days, both about race, gender, background, any number of factors. Just so it's not --

1	Again, to address what might have been perceived
2	as maybe a lack of any of those factors in the prior
3	candidates that were submitted before the policy was put
4	into place.
5	THE COURT: Did the department used to exclude
6	certain people on race, gender, and other things?
7	MR. TONOLLI: Not to my knowledge. Again, it
8	wouldn't be that we were excluding if the
9	THE COURT: Not considering, I guess.
10	MR. TONOLLI: Right. Well, it would be the
11	company proposing the candidates that the government would
12	then select from.
13	THE COURT: So the reason for this policy is you
14	were worried that companies excluded or did not include
15	Tell me again. Diversity means what again? It's
16	race, gender? What is it?
17	MR. TONOLLI: I might not get all the different
18	facets of what it means. So I don't want to pretend to be
19	exhaustive, but I think certainly those are part of it.
20	THE COURT: Yeah.
21	MR. TONOLLI: Nor was I a part of formulating the
22	policy or had the viewpoint at the time. But again, I think
23	I've expressed
24	THE COURT: I just need to know why you are
25	insisting on that. So I need to understand the definition

1	of that.
2	MR. TONOLLI: Sure. Yes.
3	THE COURT: That's why I'm asking.
4	Again, just give me the definition.
5	MR. TONOLLI: I think I've done as well as I can.
6	THE COURT: The race and gender?
7	MR. TONOLLI: Well, and any other characteristics.
8	Background. You know, type of background and experience.
9	Maybe not just from a major firm or a smaller firm or
10	wherever. Regional diversity. I don't know what all the
11	factors would be, but certainly it is a consideration.
12	THE COURT: Okay. And inclusion means what?
13	MR. TONOLLI: I think probably the same. It's
14	another way of maybe saying the same thing and not excluding
15	people because of any characteristic that would be included
16	in diversity. So just being inclusive in who we consider.
17	And again here, in this particular case, I think
18	the decision the Court has to make, where we have a public
19	application process and not the company driving that, we'll
20	have the full range of folks who choose to apply to pick
21	from.
22	THE COURT: So, in your view, diversity,
23	inclusion, they're redundant?
24	MR. TONOLLI: I don't know that they're redundant.
25	Again, I'm not an expert. I would not be on the committee

1 analyzing these. But certainly, I think they're 2 complementary, the definitions of those terms. 3 THE COURT: And remind me again the reason that you've started including this as a term. 4 5 MR. TONOLLI: Again, I wasn't a part of the policy that that was decided. I just know that it is department 6 7 policy. When it comes to monitorships that this is something that the department looks at. 8 9 THE COURT: And when did they start? 10 MR. TONOLLI: So far as I understand, as 11 Mr. Cassell said, with the new administration -- with the 12 administration in 2021, or at least after that started. 13 THE COURT: Anything else on this DEI context? 14 we've included diversity. 15 Is there equity involved in this as well? 16 MR. TONOLLI: It's certainly a word within it, 17 DEI --THE COURT: What does that mean in connection with 18 19 the selection of an appropriate safety -- compliance and 20 ethics monitor? 21 MR. TONOLLI: Yeah. Again, I don't know how it 22 would play out. I don't know that it's much different or 23 just complementary and expressed in the same view that the 2.4 department is open to all candidates. It doesn't want to be 25 exclusionary based on certain factors.

1	Again, I'm confident, as we have in other cases,
2	that we will find a qualified monitor who's capable and that
3	the department will present to the Court someone who the
4	Court will have confidence in.
5	THE COURT: Have you reached out to potential
6	monitors?
7	MR. TONOLLI: No.
8	THE COURT: Do you know if Boeing has?
9	MR. TONOLLI: I don't know if Boeing has, no.
10	THE COURT: Okay. Mr. Cassell wants to know, does
11	the department consider that there's been any loss in
12	connection with the crime?
13	MR. TONOLLI: The government has, as I've said,
14	and in the declaration, we made clear, considered all
15	avenues in the evidence that could establish either a gain
16	or a loss
17	THE COURT: Right.
18	MR. TONOLLI: beyond a reasonable doubt, which
19	is the standard.
20	THE COURT: Right.
21	MR. TONOLLI: And we've made the determination
22	that the highest between those categories that we could
23	establish
24	THE COURT: Is the gain?
25	MR. TONOLLI: Correct.

1 THE COURT: So you do agree that there has been 2 loss? 3 MR. TONOLLI: Yes. THE COURT: Okay. And how much loss, do you 4 5 think? MR. TONOLLI: I don't have a number, other than to 6 7 say our assessment of what we can prove would not be higher than the 243.6 million. 8 9 THE COURT: Let me ask you this. In your 10 briefing -- several times you mention in your briefing in opposition to the objections to accepting the plea agreement 11 12 that the government is entitled to deference because of the prosecutorial discretion, and that the government, the 13 14 executive branch, is in the best position to determine what 15 may happen at a trial in this case. And you referenced the 16 one test pilot that was at trial. 17 In terms of the trial aspect, the guilt or innocence, or the guilt or not guilt of Boeing and the risk 18 19 of a trial, does that really have merit in this case given 20 that Boeing has filed a stipulation of facts? 21 And as the objectors note, paragraph 2 of the 22 deferred prosecution agreement says that Boeing agrees that 23 those stipulation of facts can be used against them if the 2.4 DPA was breached? 25 MR. TONOLLI: So certainly, two things. I didn't

mean to convey, and I don't know that we did in the brief, that we're better positioned than anybody to assess what the risk would be at trial.

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But it is our obligation as a litigant to assess that risk as we make the decision whether the plea agreement makes sense and to propose it to the Court.

And our view is, as we explained in the declaration, that there is litigation risk in any case that goes to trial. We don't take for granted the prerogative of the jury or the Court at the pretrial stage to rule against us on an evidentiary matter or on the ultimate question.

Boeing has certainly said and made clear in their pleading that they would challenge vigorously, if this case were set for litigation and trial, several aspects of the case, including the Statement of Facts under the DPA.

And we can't presume how the Court would turn out on that because Boeing would have to advance its arguments as would we.

We're confident in our case, but we don't take for granted that we might not win. And we have the history of what happened with the former chief technical pilot. But there's also the pretrial litigation risk which Boeing highlights as well.

So getting to trial as soon as we get past the initial phase that they would challenge our decision that

1	they breached the DPA.
2	And as they've said, they would bring to the Court
3	a motion to say that they substantially complied, and that
4	the Castaneda case in the Fifth Circuit compels us to
5	dismiss the case.
6	Of course, this plea agreement, if the Court takes
7	it now, removes that risk, and Boeing would be held fully
8	accountable, and all the other benefits of the agreement
9	will inure.
10	THE COURT: Okay. Thank you for that.
11	I don't know if you characterize it this way, but
12	there is an anti-disparagement clause in paragraph 44, that
13	is, Boeing or any of its agents will not contest that it was
14	guilty to this.
15	Is that in perpetuity or during the term of
16	probation? How long does that last?
17	And my question to you is, is that constitutional?
18	MR. TONOLLI: Constitutional certainly, because
19	they're agreeing to it voluntarily.
20	THE COURT: Right.
21	MR. TONOLLI: So they're proposing to the Court
22	that the Court do this. It was true under the DPA as
23	well
24	THE COURT: Right.
25	MR. TONOLLI: the standard corporate

1 enforcement provision in these agreements, not just from the 2 fraud section. THE COURT: Well, the only reason I bring it up is 3 I have that same issue in these SEC cases where there's an 4 5 anti-disparagement, what I call, and I think the circuit calls an anti-disparagement clause. 6 7 I've had it challenged under Rule 60 years later. And at least one or two of the circuit judges say that it 8 9 violates the First Amendment. 10 MR. TONOLLI: I don't know that I'm 11 well-positioned to litigate that. 12 THE COURT: Okay. MR. TONOLLI: What I will say is, I think in terms 13 14 of a risk in this case, it's hard to imagine that that's a 15 reason to reject the plea agreement for Boeing's counsel and the company itself, while not in the context of the criminal 16 17 case overall, has acknowledged its responsibility for the crashes and the deaths and is admitting to its criminal 18 19 culpability and the lies to the FAA. 2.0 It's hard to imagine that, in this case and with 21 Boeing, that they would turn around, even after the term of 22 the agreement was over, and then deny those things. 23 THE COURT: Well, I've kept you here too long. 2.4 Anything else you want to say --25 MR. TONOLLI: I'm happy to stay.

1	THE COURT: either in response to what you
2	heard or in the briefing that you don't feel like you have
3	been able to express this morning?
4	MR. TONOLLI: No. You've certainly been more than
5	generous with everyone in allowing us to speak and we
6	appreciate it.
7	THE COURT: Well, thank you.
8	MR. TONOLLI: Thank you.
9	MR. HATCH: Good morning, Your Honor. Ben Hatch
10	on behalf of the Boeing Company. May it please the Court.
11	THE COURT: It's good to see you again.
12	MR. HATCH: Thank you, Your Honor.
13	I'm happy to address any question the Court would
14	have. If the Court doesn't have any immediately, I might
15	start with Boeing's perspective on a couple of questions the
16	Court asked of Mr. Tonolli.
17	THE COURT: I think that would be very good.
18	MR. HATCH: And I'm mindful of the Court's order
19	not to repeat. So I'll just try to add, I agree with what
20	Mr. Tonolli argued, but I'll try to add a couple of elements
21	from Boeing's perspective that I think are additional.
22	The Court's first question was about why the "C"
23	plea. I would just start I will speak very specifically
24	about this case but I just want to note that, of course,
25	(c)(1(C) pleas are within the rule. They're available.

1 I've seen them given to corporations. I've seen 2 them given to individual defendants. It's an assessment 3 that the government makes in its plea offer on the circumstances of the case. Obviously, subject to the 4 5 Court's review and acceptance. And they're also commonly given, in my experience, 6 7 in corporate cases for a lot of the reasons Mr. Tonolli 8 talked about. 9 I want to talk about, particularly with respect to 10 Boeing's perspective and the Court's question why a "C" plea, and what it accomplishes. 11 12 So, as the Court may know, the Boeing Company is a pillar of the American economy and a pillar of the national 13 14 defense. The Boeing Company employs 170,000, approximately, 15 people. And it is not subdivided. 16 In other words, the Boeing defense business is 17 within the same company as Boeing commercial airplanes and Boeing global supply. It's all within one business that 18 19 provides commercial airplanes, but also defense platforms. 20 And so, as the Court already said and knows and 21 any quilty plea resulting in a felony offense, obviously, 22 the DOD relevant personnel would review that. 23 But it certainly has, under the federal 2.4 regulations, debarment consequences. And that will be for 25 the DOD programs to decide.

But what the "C" plea advances and accomplishes here is setting forth the record, if the Court accepts it, that those officials would have and can proceed to make their decisions on that record.

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I would submit that's important, not just for Boeing, but for the national defense, because it will enable to them to proceed with their decisions.

Whereas, if you went with an "A" or a "B" plea, that would hold open the case until the subsequent sentencing by the Court.

Within that period of time, there would be uncertainty as to what the facts and the outcomes would be. I would expect the DOD programs would hold open their decisions, I don't want to speak for them, but I would expect they would hold open their decisions until the conclusion of that.

I know the Court can move quickly here. But often that can be a matter of many months before that would all be resolved. And there's uncertainty around what the ultimate contours would be. The Court's heard many objections about what the scope of facts would be.

I think that allowing those DOD officials to make their decisions quickly so that the national defense programs that Boeing supports, which I believe it supports every single branch of the U.S. military with different

platforms for their needs, as well as NASA and the space agencies and that sort of thing, really advances that.

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Now, obviously, the Court wants to evaluate whether this is an appropriate resolution. I think that that's where also, of course, the Court has the benefit of having presided over the trial of the former chief technical pilot.

So I think the Court is very familiar with the facts. And Mr. Tonolli has indicated that, if we were to proceed to trial in this case, it would essentially be that same case over again.

And that segues to, a lot of the objections I think that the Court has heard are really objections, in my view, about what a different crime or what a different case could have been.

I don't in any way doubt the sincerity and the strongly held views that are behind those objections, but the fact is, and the Court asked about, what's the law and scope of authority.

I think the Crime Victims' Rights Act and 3771, I believe, it's (d)(6) is very clear that, while the victims have rights to be heard and considered, ultimately, it's the attorney general and the Department of Justice that decides what the appropriate prosecution of a case is here.

And what the Court has the benefit of as we arrive

at this stage is really years of Department of Justice prosecutors. This is an entirely different team here, from our perspective, than the one that did the original DPA case, that took a fresh look at the case.

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And, ultimately, all of those prosecutors have determined that the only prosecutable case is the one that's in the criminal information to which Boeing is proposing to plead guilty.

So suggestions that at a sentencing there would be information about the former CEO of the company, about some other individual within the company, those are all facts related to, you know, respectfully and strongly held view about what a crime could have been, but not the crime that's been charged and that's presented and before the Court. They would not be, in my view, appropriate sentencing considerations if the case got held off.

I don't want to -- if the Court had any other questions about the "C" plea, I do want to make sure I'm addressing them, because it is very important.

And we respect that it is a decision the Court has to make in its judgment now, but I think the record is ripe. And for all the reasons that Mr. Tonolli and Mr. Filip have addressed, it is an appropriate plea considering all the circumstances.

I would just say, behind the national defense

aspect of it as well is, of course, you know, all the employees of the company, the shareholders of the company, and a global and national supply chain for both the commercial business and the defense business, all of those are affected.

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If decisions about debarment and that sort of thing are held open, all of those are put into doubt if even -- if a trial or a sentencing is set off and what that's going to be. And so, there's a lot of value to many, many stakeholders not here before the Court and the certainty of that resolution.

Mr. Cassell referenced some recent email that had been unsealed. I just wanted to touch on that briefly, Your Honor, because the Court may not have background on that.

That was an email -- we agreed to have it unsealed. It is not news.

This email was produced to the Department of Justice in the original case. It was produced to the accident investigators in the Ethiopian case. So the Ethiopian authorities and the NTSB.

So it's nothing new whatsoever to this case. The NTSB ultimately issued a press release recognizing that the information provided, you know, within that email, that Boeing had already provided the fleet with the information on MCAS is important.

As the Court knows from the prior hearing, after the Lion Air accident, there was regulatory approved notices to the fleet, lots of information went out to the fleet.

And the NTSB recognized that all that information was provided.

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So this is not a new aspect. It was produced, I believe, some time ago in the civil case. That is ultimately how it was provided to Mr. Cassell and given to the Court. I'm happy to address any questions if the Court has any on that?

With regard to the monitor, just a couple comments

Your Honor has asked about that. First off, the plea

recognizes, and I think this is critically important,

there's some suggestion that, you know, the DPA didn't work

and Boeing, you know, didn't comply with it.

The plea recognizes that Boeing's compliance program took considerable steps in good faith in support of those obligations under the DPA.

And so, I think that's very important as the Court just evaluates Boeing as a company and how it approached that DPA term. And then, also why the -- and this is a shared view between Boeing and the Department of Justice -- why the proposed monitor is set up the way they are.

They're set up the way they are because there's only certain aspects, in the department's view, that Boeing

didn't get there to during the term. And those aspects would be the focus of the monitor.

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It doesn't need some safety monitor, as

Mr. Cassell proposes, that would invade the sphere of the

FAA. The FAA is doing its work. In fact, Boeing did a very

strong job on compliance, even in the department's view.

So you only need a monitor to ensure those aspects, which in the department's view, fell short, can be accomplished satisfactorily over the next three-year term of the deal.

With regard to the 450 million commitment that Mr. Cassell talked about, I would just say, first off, there's been some suggestion on the consultation in the plea evolution. And that, of course, is between the department and the crash victims.

But just to note, the crash victims were provided the terms of the plea before Boeing was. I think that's in Mr. Tonolli's affidavit. So they were provided those terms, then we got them.

And ultimately, this \$450 million commitment was something the department asked of Boeing, and Boeing readily agreed to as a commitment to continue that compliance program, to grow that compliance program, and as part of this, integrating it with quality and improving safety.

It's a meaningful commitment that the department

secured that -- and look, no one is suggesting that, but for this commitment, Boeing wouldn't have spent any money on quality and safety and compliance.

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I mean, those are massive programs at the company that have driven real results and without in any way detracting from the loss of these accidents. They were something that Boeing really learned from, has invested substantially in safety, to the point where not just Boeing, but the whole aviation industry is at its safest point in history in the last several years.

That's not just Boeing. That's Boeing, that's other industry participants. That's the FAA and foreign regulators. Just demonstrably on the facts, the airplane -- aviation industry is the safest it's ever been in history.

And so, the monitor is, I think, appropriately scoped on the compliance side and not interfering with that ongoing work. There's room for improvement. And Boeing's goal is perfection, but that work is being done through the FAA side to Boeing.

Just briefly with regard to the objections from LOT's counsel. Your Honor, as Mr. Tonolli said, there is a pending civil case between LOT and Boeing that has been going on for many years. The sole focus of that is whether LOT's claims have merit. And if they do have merit, what the appropriate damages are.

1	I believe this is from the government's side of
2	this case, but it's a very good case, the Cones case from
3	the Third Circuit, 77 F.3d. It's at 69. That says:
4	"Nothing in the legislative history of the Victim and
5	Witness Protection Act evinces an expectation that a
6	sentencing judge will adjudicate in the course of a Court's
7	sentencing proceeding all civil claims against a criminal
8	defendant arising from conduct related to that offense."
9	And that is, essentially, in our view, what LOT is asking
10	the Court to do through this case.
11	I will pause if the Court has any questions for
12	me
13	THE COURT: No.
14	MR. HATCH: and otherwise thank the Court for
15	its time and ask the Court to accept the proposed plea.
16	THE COURT: Okay. Since you're done, what this
17	DEI language for the monitor, what does that mean?
18	What are you-all going to do in evaluating these
19	candidates?
20	That mandate, I guess, or that agreement with the
21	government, tell me what all that means.
22	MR. HATCH: Your Honor, I don't want to avoid the
23	Court's question. I will say my understanding, as
24	Mr. Tonolli said, that's a policy of the Department of
25	Justice that the Department of Justice would use as it

1 evaluates the candidates. 2 As Mr. Tonolli indicated, they changed the process 3 here. Typically, a defendant would propose three monitor candidates and the department would select from among that 4 5 group. Here, that is not going to occur. The department's going to do an open solicitation, and it will select from a 6 7 pool of candidates within that. And so, my understanding is they would use that 8 policy to make their selections within it. I don't see an 9 10 aspect that it involves Boeing's participation. 11 THE COURT: So you have no concern with that 12 provision? 13 MR. HATCH: We would ask the Court to accept the 14 proposed plea agreement. And for what it's worth, in our 15 view, we're comfortable that the primary considerations will 16 be selecting an appropriate meritorious monitor by the 17 department, as Mr. Tonolli said, they have a lot of experience with this, who will perform the work that's set 18 19 forth in the agreement. So we ask the Court to accept it. 20 THE COURT: Have you-all reached out to anybody as 21 potential monitors? 22 MR. HATCH: Not to my knowledge. Because, again, 23 Your Honor, it's not --2.4 THE COURT: To encourage them to apply, I guess?

MR. HATCH: Not to my knowledge, Your Honor. You

25

1	know, obviously, the plea is proposed. And we'll I'm
1	know, obviously, the pied is proposed. And we'll I'm
2	sure, if the Court sets it for a hearing, we can proceed.
3	THE COURT: Anything else?
4	MR. HATCH: No. Thank you, Your Honor, for your
5	time.
6	THE COURT: All right. Well, thank you-all very
7	much.
8	Anything else?
9	MR. CASSELL: Could I have just five minutes, Your
10	Honor?
11	THE COURT: Yes. Okay.
12	MR. CASSELL: And then, I will try to make it
13	actually five minutes, not a lawyer's five minutes.
14	THE COURT: Yes.
15	MR. CASSELL: On the Department of Defense issue,
16	let me just be clear. The families are not asking that
17	Boeing be debarred from providing for America's national
18	defense.
19	And there's no suggestion the Department of
20	Defense is withholding any contracts now. I think that's a
21	phantom that's being introduced into the proceedings here.
22	Boeing is going to continue to provide for America's defense
23	regardless of what you do.
24	The question, though, is about a legitimate
25	one what is the scope of this monitor? Essentially, the

parties are telling you that the families are going to propose something inappropriate, and then we are going to pull the wool over your eyes and you are going to do something inappropriate with the monitor.

2.4

I mean, there's going to be an elaborate process here if you reject the plea, where we'll have an opportunity, now that we know exactly what their monitor looks like, to maybe shape the terms of that, be presented to you, you would have to give a thumbs up or thumbs down on it.

I think a monitor can be crafted that would work well with the FAA. In fact, if you go back to just the last month, the FAA chief, Michael Whitaker, testified, "Boeing still has to make significant changes and improve the safety and quality of its airplanes." And he talked about this being a multi-year process.

So I think there would be ways of crafting the monitor that obviously wouldn't interfere with the FAA and would be complementary.

In fact, we have some late-breaking news. I guess this morning the Department of Transportation's Office of Inspector General said that the FAA's current audit processes are not comprehensive enough to adequately identify key discrepancies.

So you can see that this would be a situation

where a monitor that can be crafted in this case could improve the regulatory regime that currently exists.

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One other quick point about the monitor as well.

I mean, the process that they proposed would have you bless a backroom deal for what the monitor looks like.

The advantage of the public process that I'm describing, where we would be making proposals and where Your Honor would eventually decide the scope of the monitors, the public can have confidence in it.

I think that's the point Senator Cruz was hitting at in his amicus brief a couple years ago. It doesn't need to be about what the monitor looks like. You might end up in exactly the same place that the parties are.

But if it's your decision, rather than the parties', the public is going to have significantly more confidence in that.

Two last points here. This issue about the 450 million. We're told there's some kind of litigation risk that can't go above the fine. And we're cited the decision of some district court in Rhode Island that decided a community service requirement wasn't appropriate. The community service requirement would not have been, as far as I know, tailored to try to remedy the harm.

What we're proposing here is more than 450 million and better targeted at a loss that Boeing has caused. If

you want to see the controlling precedent on that, we submitted to you U.S. vs. Caudill. That's a Fifth Circuit decision from August 7th of this year. U.S. vs. Caudill is C-a-u-d-i-l-l. And that's a restitution case.

2.0

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And the Fifth Circuit said this whole Apprendi line of cases, which, of course, includes Southern Union, that's about punishment. That's about giving a jury a right to review issues before a defendant is punished.

Restitution is a remedial measure that's not punishment. So

Apprendi doesn't apply.

So the point being, the 450 million isn't capped by some kind of jury determination as to what the appropriate punishment is. That's up to you to figure out after hearing from the loss.

And I'm smiling a little bit because I appreciated you asking the Department of Justice, and I had thought, to be candid, you got the same runaround that we did. We know the number is somewhere less than 243 million, but they wouldn't commit to a particular number. That's the point.

How could the losses of those families, collectively, 346 of them, amount to less than 243 million? We've been asking for months. You asked today. No one knows.

One last point. You asked, I thought, the key question on this issue about, why are these nonconditions of

1 conditions of probation or whatever the right formulation 2 And they told us there would be no harm in making them 3 conditions of probation. So why are we doing it in this, you know, 4 cockamamie way where it departs from the conventional 5 approach of Your Honor? 6 7 What we're basically saying, and I will close with this is, at the front end of this plea deal, they're trying 8 9 to tie your hands so that you have to take the whole package 10 as they present it. 11 And even at the back end of the deal, if Boeing 12 starts to violate what's going on -- going -- the 13 obligations they've undertaken, they want to be the final 14 decision-makers. 15 At both the front end and the back end. This is a 16 bad deal. And the reason they are spending so much time and 17 arguing on the front and the back end is, in the middle of all, it's 346 people who died. And we've never heard from 18 19 either of the parties here of how this plea agreement 20 recognizes that. 21 Thank you, Your Honor. 22 THE COURT: Thank you. 23 Okay. Very good. 2.4 Did you want to respond? Because I did want you 25 and Boeing to have the last word, because you both are what

1 I see as the movants. You are moving me to accept the plea 2 They're objecting to it. So I figure you and Boeing, your arguments should have the last word. 3 MR. TONOLLI: And I appreciate the Court's 4 5 perspective. We, obviously, agreed with the families to allow 6 7 them to have the two briefs and us just one out of courtesy, so they could be fully expressed in their views, but I agree 8 9 with the Court's view as to who the movant is here. 10 Just one brief point on the law on the restitution and remedial side. Restitution is a creature of statute. 11 12 It is correct in the Fifth Circuit that Apprendi does not 13 apply because restitution is to make whole or address the 14 loss. And that can't be capped except by the finding of 15 what the loss is in restitution. 16 The case I cited was not a random case in a 17 district court. It was Southern Union. And it was on remand from the Supreme Court in talking about putting 18 19 restitution aside. 2.0 The Court's authority to order a remedial 21 condition that requires the expenditure of money as part of 22 probation. That's distinct from restitution. I provided 23 the cite so the Court could see that further. 2.4 But other than that, thank you. 25 THE COURT: Okay.

1	MR. FILIP: Nothing further, Your Honor.
2	THE COURT: Okay. Well, then thank you-all.
3	You've given me a lot of think about. I will get a ruling
4	out just as soon as I can.
5	COURT SECURITY OFFICER: All rise.
6	(The proceedings concluded at 11:30 a.m.)
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1 2 REPORTER'S CERTIFICATE 3 4 I, ZOIE WILLIAMS, RMR, RDR, FCRR, certify that 5 the foregoing is a true and correct transcript from the record of proceedings in the foregoing entitled 6 7 matter to the best of my ability to hear. 8 Further, due to the COVID-19 pandemic, some 9 participants are wearing masks, and/or appeared via 10 videoconferencing, so proceedings were transcribed to the 11 best of my ability. 12 I further certify that the transcript fees format 13 comply with those prescribed by the Court and the Judicial 14 Conference of the United States. 15 Signed this 11th day of October, 2024. 16 17 ___/s/ Zoie Williams_ Zoie Williams, RMR, RDR, FCRR 18 Official Court Reporter Northern District of Texas 19 Fort Worth Division 20 Business Address: 501 W. 10th Street Fort Worth, Texas 76102 21 zwilliams.rmr@gmail.com 817.850.6630 22 23 2.4 25

COURT SECURITY

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