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BOEING UNDER THE LENS

THE GUBERMAN INSIGHT

THE SYSTEM THAT COLLAPSED WHILE THE WORLD FOLLOWED IT

For more than two decades, the world operated inside a certification and accreditation system that did not truly exist. Aerospace manufacturers, medical-device companies, industrial suppliers, regulators, governments, airlines, and hospitals all believed they were functioning within a stable, reliable, and enforceable global quality structure.

But the system they trusted was built on contradictions so large, so embedded, and so carefully concealed that its collapse was not a failure-it was an inevitability.

Boeing Under The Lens documents the 24-year breakdown of global accreditation across aerospace, medical devices, industrial manufacturing, and national regulatory structures. It exposes how the world's most critical industries were allowed to operate under a false sense of compliance, oversight, and safety.

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THE BOEING-ICOP COLLAPSE

A Forensic Chronological Timeline of Systemic Failure (2001-2026)

Including the GUBERMAN Discovery, ICOP Breakdown, FAA vs. AS9100 Analysis, and Federal Accreditation Entanglement <https://guberman-quality.com/wp-content/uploads/2026/04/ACCREDITATION-COLLAPSE-2002-PRESENT-BOEING-AIRBUS.pdf>

1. 9/11 AND THE CORPORATE RESET (2001-2002)

September 19, 2001 - Boeing Announces 20,000-30,000 Layoffs Boeing begins restructuring after 9/11, initiating a long-term shift away from direct quality oversight and toward externalized, paper-based compliance.

2. THE 2002 WITHDRAWAL FROM OVERSIGHT

April 5, 2002 - Boeing Supplier Bulletin (NADCAP Realignment)
Smoking Gun #1

“We believe the number of redundant audits will be significantly reduced... Boeing will augment NADCAP audits... if the **need arises.**”

Boeing abandons direct, on-site special process audits and outsources verification to NADCAP. National Aerospace and Defense Contractors Accreditation Program

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July 2002 - Boeing Supplier Bulletin (BQMS Certification/Registration) Smoking Gun #2

“An on-site Boeing survey... **if need be**. Our preference is... not have to do on-site quality system surveys.”

Boeing formally retreats from physical verification, replacing engineering oversight with external certifications. ***If need be***

3. THE 2003-2004 REGULATORY BYPASS

2003 - ANAB Heads Up 22 Mandate

- Mandatory OASIS-Online Aerospace Supplier Information system listing • Run by the IAQG – International Aerospace Quality Group (they sit as a member on ANSI-ANAB (American National Standards Institute-American National Accreditation Board • Mandatory fees • No refusal permitted -For membership on database or database fees • Certificate cancellation for non-participation.

This creates a fee-based, industry-controlled registration system. Suppliers are forced into ICOP oversight while Boeing remains outside AS9100 and outside ICOP audits.

4. THE FOUNDING OF ICOP (Industrial Controlled Other Party)

2003 - Boeing, Lockheed Martin, and Airbus Establish the ICOP Structure

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The ICOP system - Industrial Controlled Other Party - was not created by accreditation bodies or regulators. It was founded and architected by the three dominant aerospace OEMs:

• **Boeing • Lockheed Martin • Airbus**

These three companies formed the core leadership of the International Aerospace Quality Group (IAQG), and through IAQG they designed the ICOP oversight model that governs AS9100 certification worldwide.

Key Facts About ICOP's Founding:

- Boeing, Lockheed, and Airbus were the originators of the ICOP framework.
- They created the structure that determines:
 - How AS9100 certificates are issued
 - How certification bodies are accredited
 - How OASIS is populated
 - How supplier compliance is enforced
- They established the rules, the requirements, and the governance model.
- They positioned themselves as both the rule-makers and the beneficiaries of the system.

The Central Contradiction:

The three founding OEMs - Boeing, Lockheed, and Airbus - never subjected themselves to the same ICOP oversight they imposed on the global supply chain.

Consequences of This Structure:

- ICOP became a self-policing system controlled by the very companies it was supposed to regulate.
- Suppliers were forced into AS9100 certification, OASIS listing, and fee-based compliance.
- The founding

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OEMs operated outside the system they created. • This structural imbalance is the root cause of the ICOP collapse.

5. BOEING SUPPLIER PORTAL REQUIREMENTS

Boeing requires suppliers to:

- Hold AS9100/9110/9120 certification
- Use ANAB-accredited certification bodies
- Be listed in OASIS

Boeing does not meet these requirements itself.

January 2026 AS 9100 changed to AI9100/ IAF-International Accreditation Forum incorporated in Delaware USA/Its sister organization ILAC-International Accreditation Cooperation-Australia (Are Associations of MRA-Multi-Regional Agreement-Multi-Lateral Agreement which are equivalent in accreditation to ANAB.) IAF & ILAC merged in 2026 into GLOBAC – Global Accreditation Cooperation.

6. FAA-BOEING ENTANGLEMENT (2009-2019)

2009 - FAA Expands Boeing's ODA-Organizational Designation

Authorization Authority Boeing receives self-certification authority, testing authority, standards authority, and design approval authority. Boeing employees act as FAA inspectors while being paid by Boeing. Inturn the CEO is essentially the FAA Administrator.

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7. INTERNATIONAL ACCREDITATION ENTANGLEMENT (2012-2014)

2012 - IAQG Chairman Letter A Boeing employee warns accreditation bodies to maintain vigilance against non-accredited encroachment while Boeing itself is not AS9100 certified.

2014 - ANAB MRA/MLA Equivalency VP of ANAB & Chairman and Principal of IAF declares Chinese CNAS (UKAS, DAKKS, NACI and other) certificates equivalent to ANAB certificates, enabling global equivalency. (2018 ANAB is illustrated as an *underwriter* on U.S. Department of State (Contract **19AQMM18R0131**, **2018**) See The Guberman Anomaly-Discovery: <https://guberman-quality.com/wp-content/uploads/2026/03/GUBERMAN-ANOMALY-FEBRUARY-2026.docx.pdf> (reference pages **3-5**)

8. FEDERAL AGENCY ENTANGLEMENT (2014-2024)

Federal agencies - GAO (FraudNet), HOUSE COMMITTEE ON SCIENCE, SPACE, AND TECHNOLOGY, NASA OIG, DOT OIG, **DOC**, OIG, **DOS** OIG, **DHS** OIG, DOE OIG, DOD OIG, SEC, **FDA**, **DOJ**, FAA,
- are members and paying customers displayed in **RED** of ANAB, even after ANAB commits fraud on the DOS contract **19AQMM18R0131**.

11 of the same agencies responsible for oversight also sit on the ANSI–ANAB governing board, even after ANSI–ANAB perpetrated **FRAUD** on multiple federal contracts — including:

U.S. Department of State (Contract **19AQMM18R0131, 2018**)

U.S. Department of Justice (Contract **15F06725C0000139, 2025–2030**)

<https://www.prlog.org/13142907-federal-contract-records-reveal-anabs-14-year-accreditation-identity-breakdown-dos-19aqmm18r0131-2018-and-doj-15f06725c0000139-2025.html>

9. 2018-2019 - MCAS CRASHES

346 people die. Aircraft were built in an AS9100-certified supply chain, but Boeing itself was not AS9100 certified.

2019 - FAA Statement “The FAA never allows a company to **police itself.** Or **self-certify** their own aircraft.

10. 2024 - THE GUBERMAN DISCOVERY GOES PUBLIC

April 17, 2024 - DHS Subcommittee Hearing Guberman presents the April and July 2002 bulletins under threat of removal or arrest.

<https://www.newstribune.com/photos/2024/apr/18/3749044/>

11. THE ELIZABETH LUND VP QUALITY BOEING- Reuters interview ADMISSION (June 27, 2024)-actual piedc

Elizabeth Lund confirms Boeing is not AS9100 certified and has not been for 22 years (when she gave interview. As of this writing 26 years)

Boeing is "willing and prepared" to obtain AS9100 certification, an internationally recognized aerospace standard for quality that the planemaker requires for its suppliers, she said. Boeing is already compliant with the standard and has been audited to the level as if it was certified, Lund added.

12. OCTOBER 2024 - GUBERMAN ONSITE INVESTIGATION Washington State- Everett, Auburn, Renton, Northfield

Employees confirm no AS9100 knowledge, no internal audits, and safety meetings discouraged. Supervision say they couldn't go to meeting the needed to stay so the plane can be moved to the next location. Boeing avoided AS9100 certification *intentionally* — not accidentally

13. 2018-2026 - IG NOTIFICATIONS

13 IG- Inspector General offices notified; 11 are ANAB members; **5** are paying customers.

GAO (FraudNet), HOUSE COMMITTEE ON SCIENCE, SPACE, AND TECHNOLOGY, NASA OIG, DOT OIG, **DOC**, OIG, **DOS** OIG, **DHS** OIG, DOE OIG, DOD OIG, SEC, **FDA**, **DOJ**, FAA, <https://www.prlog.org/13145605-global-forensic-warning-13-us-federal-agencies-notified-as-ten-are-implicated-in-ansianab-governance-during-worldwide-accreditation-collapse.html>

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14. THE CHINA CONNECTION (2015-2021)

IAF controlled by Xiao Jianhua, subject to China's National Intelligence Law Article 7 (2017). <https://www.prlog.org/13099723-attention-all-manufacturers-and-suppliers-boeing-ansianab-and-wuhan-expose-decades-of-certification-fraud-and-regulatory-corruption.html> 2018 DOS contract **19AQMM18R0131** open the federal government to cybesercurity especially with Xiao Jianhua developing CertSearch – which gathers companies data thus ease in informational gathering for China. In The Guberman Anomaly-Discovery (page **8 & 9**) **CERTSEARCH** functioned as a front-door pipeline for foreign data harvesting — and it was praised by U.S. officials who did not understand, or ignored, the **national-security** implications. Under the Trump administration.

15. TECHNICAL SECTION - FAA AIRWORTHINESS ≠ AS9100

FAA airworthiness approves the aircraft, not the system. AS9100 certifies the system, not the aircraft. They are not equivalent.

16. THE GUBERMAN ANALYSIS

The Toggle Switch, the Pilot-Error Myth, and the Systemic Failure of the Manufacturing Environment <https://guberman-quality.com/wp-content/uploads/2026/06/THE-GUBERMAN-ANALYSIS-1.pdf>

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17. FINAL SYNTHESIS - THE GUBERMAN DISCOVERY

From 2002-2026, Boeing operated outside AS9100, controlled ICOP Industry Controlled Other Party, controlled IAQG, sat on ANAB's accreditation board, self-certified aircraft, and built aircraft in a non-certified environment.

This is the collapse of ICOP. This is the systemic failure. This is the GUBERMAN Discovery. <https://guberman-quality.com/wp-content/uploads/2026/05/GUBERMAN-DISCOVERY-2026.pdf>

The following timeline integrates all major events, including the founding of ICOP by Boeing, Lockheed Martin, and Airbus; the 2002 supplier bulletins; the ANAB Heads Up 22 mandate; the international accreditation entanglements; the MCAS tragedies; the 2024 DHS hearings; and the Guberman Analysis concerning systemic manufacturing failures.

Integrated Timeline (2001-2026)

2001

- **September 19, 2001 - Boeing announces 20,000-30,000 layoffs following 9/11.**

2002

- **April 5, 2002 - Boeing issues Supplier Bulletin shifting special process oversight to NADCAP.**

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Boeing's April 2002 Supplier Bulletin (NADCAP Realignment)

The following text is transcribed verbatim from Boeing's April 5, 2002 Supplier Bulletin, demonstrating exactly how Boeing relinquished direct, on-site special process audits to a third-party NADCAP framework:

Subject: Boeing Intent to Require NADCAP Accreditation for Special Process Source Approval

"We believe the number of redundant audits will be significantly reduced as aerospace manufacturers embrace the program. Boeing will augment NADCAP audits with additional assessments as **the need arises...**"

This document details the intentional degradation of hands-on verification, explicitly shifting the responsibility of special processes—including Heat Treatment, Welding, and Non-Destructive Testing—away from Boeing's internal oversight and outsourcing it to paper-driven third-party entities, to be augmented only if the "**need arises.**"

- **July 2002 - Boeing issues Supplier Bulletin eliminating mandatory on-site quality system surveys.**

Smoking Gun 2: Boeing's July 2002 Supplier Bulletin

The following is verbatim from Boeing's July 2002 Supplier Bulletin—the document that completely exposes Boeing's abandonment of physical, on-site facility oversight:

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Subject: BQMS Certification/Registration and Survey Requirements
BQMS Survey Requirements

"3) An on-site Boeing survey of the supplier's quality system, if need be.

Our preference is to deal with proven suppliers with excellent quality performance and not have to do on-site quality system surveys. **If need be"**

This single sentence reveals the complete operational timeline and strategy:

Boeing engineered a systematic retreat from auditing its own supply chain.

Boeing replaced physical engineering verification with external paper certifications.

Boeing relegated its own mandatory quality infrastructure to an optional **"if need be"** or **"need arises"** clause.

These consecutive 2002 bulletins predate the ANAB Heads Up 22 2003 mandate and conclusively prove the corporate intent: Eliminate on-site auditing and replace it with an industry-controlled, self-policing registration loop.

2003

- ICOP Founded - Boeing, Lockheed Martin, and Airbus establish the ICOP structure through IAQG.
- ANAB Heads Up 22 - Mandatory OASIS listing and fee-based compliance imposed on suppliers.

2004 — ICOP Enforcement Expands Across Global Aerospace Supply Chains

THE STRUCTURAL REALITY: HOW THE ICOP SMOKESCREEN SUBCONTRACTS FEDERAL OVERSIGHT

In 2004, the Industry Controlled Other Party (ICOP) system—created the previous year by Boeing, Lockheed Martin, and Airbus—expanded from a private oversight mechanism into a global enforcement regime. What emerged was not a safety enhancement, nor a regulatory improvement, but a parallel oversight universe engineered to replace federal authority with corporate authority.

At the center of this expansion was a coordinated power structure known as the Triumvirate.

THE TRIUMVIRATE: A THREE-WAY MONOPOLY OF ABSOLUTE POWER

The Triumvirate consists of Boeing, Lockheed Martin, and Airbus acting as a unified power bloc. To the general public, the meaning is simple:

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Three corporations created, control, and benefit from the aerospace oversight system—while exempting themselves from the very rules they impose on the global supply chain.

They wrote the AS9100 rules.

They created ICOP.

They control the accreditation bodies.

They control OASIS.

They enforce compliance on suppliers.

They do not comply themselves.

This is not theory.

This is the documented structure.

THE FAA ADVISORY CIRCULARS — THE FALSE LEGAL SHIELD

To understand how ICOP replaced federal oversight, one must understand the FAA Advisory Circulars that the Triumvirate hides behind.

AC 21-29 — Detecting and Reporting Suspected Unapproved Parts

AC 21-29 is not law.

It is not mandatory.

It is not enforceable.

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It is a guidance pamphlet explaining how to identify and report questionable parts.

It does not certify manufacturing systems.

It does not require AS9100.

It does not require audits, traceability, or metallurgical verification.

Yet ICOP presents AC 21-29 as if it were a regulatory shield.

It is not.

AC 29 — Airworthiness Standards: Transport Category Rotorcraft

AC 29 provides design guidance for rotorcraft.

It has nothing to do with manufacturing oversight, supplier certification, or quality system validation.

Yet ICOP uses AC 29 as another layer of false legitimacy, implying that design guidance equates to manufacturing oversight.

It does not.

HOW ICOP CIRCUMVENTS FEDERAL OVERSIGHT

The mechanism is straightforward and devastating:

1. FAA issues non-binding Advisory Circulars

They are suggestions—not regulations.

2. The Triumvirate creates ICOP

They write the rules.

They control the oversight bodies.

They control the certification infrastructure.

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3. ICOP forces suppliers into AS9100

Suppliers must pay fees, undergo audits, maintain traceability, and be listed in OASIS-controlled by IAQG.

4. The Triumvirate exempts itself

Boeing, Lockheed, and Airbus:

- are not AS9100 certified
- are not audited
- are not listed in OASIS
- do not undergo surveillance
- do not undergo corrective actions

5. When regulators question the structure, ICOP points to FAA ACs

They claim compliance with FAA guidance—guidance that carries no legal force.

Thus, ICOP uses FAA Advisory Circulars as a false legal shield, masking the fact that the Triumvirate operates outside any certified manufacturing environment.

THE SCRIPTED NARRATIVE: HOW FAILURES ARE DISGUISED AS “PILOT ERROR” OR “TOGGLE SWITCHES”

This is also why, after every aviation incident, the public hears the same predictable script from airlines, the FAA, the NTSB, and the DOT: (FAA & DOT all sit on ANSI-ANAB as members).

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- “pilot error”
- “crew mismanagement”
- “toggle switch malfunction”
- “procedural deviation”

These explanations are not accidental.

They are the narrative arm of the ICOP smokescreen.

The India 787 incident is a perfect example.

The conversation immediately shifted toward:

- a “toggle switch”
- or “pilot error”

But within the context of this booklet — and within the documented structure of ICOP — it is emphatically not the toggle switch.

It is emphatically not pilot error.

It is the system. <https://guberman-quality.com/wp-content/uploads/2026/06/THE-GUBERMAN-ANALYSIS-1.pdf>

THE SYSTEMIC REALITY: UNCERTIFIED MANUFACTURING AND THE ICOP LIABILITY COVER

Boeing’s aircraft are produced in an environment that is:

- uncertified
- unverified
- outside AS9100

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- outside OASIS
- outside independent audit

When issues arise, the Triumvirate’s ICOP structure ensures that:

- suppliers must be certified
- suppliers must be audited
- suppliers must maintain traceability
- suppliers must submit parts for review
- suppliers must undergo surveillance

But the OEMs themselves — ***Boeing, Lockheed Martin, and Airbus*** — are exempt from all of it.

Thus, when a failure occurs, the system is designed to paste over the truth with a pre-approved narrative:

“pilot error”

“toggle switch”

“crew deviation”

Anything except the structural reality:

The aircraft was built in an ***uncertified, unregulated, privately controlled oversight environment*** created by the Triumvirate through ICOP.

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THE CONSEQUENCE: FEDERAL OVERSIGHT SUBCONTRACTED TO A PRIVATE CARTEL

By 2004, ICOP had effectively:

- replaced FAA oversight
- replaced engineering verification
- replaced metallurgical validation
- replaced calibration traceability
- replaced configuration control
- replaced federal authority with private authority

The FAA was left holding unenforceable guidance documents, while the Triumvirate maintained:

- total operational control
- total audit control
- total certification control
- total accreditation control
- total liability control

This is the structural reality.

This is the smokescreen.

This is the liability loop.

This is the collapse of oversight.

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THE PUBLIC-FACING TRUTH — IN ONE SENTENCE

In 2004, ICOP expanded into a global enforcement system that used FAA Advisory Circulars AC-29 and AC 21-29 as a false legal shield, enabling Boeing, Lockheed Martin, and Airbus—the Triumvirate—to operate outside any certified manufacturing system while forcing the entire global supply chain into compliance, and masking resulting failures behind scripted narratives of “pilot error” and “toggle switch” explanations.

--- 2009

- FAA expands Boeing’s ODA authority, enabling self-certification and internal FAA designees.

2012

- IAQG chairman (a Boeing employee) issues vigilance directive to accreditation bodies.

2014

- ANAB VP & Chairman of the IAF declares global MRA/MLA equivalency, including CNAS (China) certifications.
- Boeing sits on ANAB’s Management System Accreditation Committee (2014-2024) Being uncertified to AS9100. (January 2026 AS9100 became AI9100)

2015-2021

- IAF controlled by Xiao Jianhua under China’s National Intelligence Law Article **7**.

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2018

- ANAB fraud on DOS contract; federal agencies continue paying ANAB.

2018-2019

- Ethiopian Air and Lion Air MCAS crashes kill 346.
- FAA spokesperson states FAA "never allows a company to police itself or to self certify their own aircraft."

2021-2024

- Federal agencies remain financially tied to ANAB despite fraud findings.

2024

- **April 17, 2024** - DHS hearing; Guberman presents 2002 Boeing bulletins.
- **June 27, 2024** - Elizabeth Lund admits Boeing is not AS9100 certified.
- **October 2024** - Guberman conducts on-site investigation in Washington State.
- Guberman notifies 13 Inspector General offices; majority are ANAB members. 11 of which are members on ANSI-ANAB Board and 5 of which are paying customers even after ANAB's underwriter claim on a U.S. Department of State (Contract **19AQMM18R0131, 2018**)
- Systemic failures traced back to ICOP founding and Boeing's 22-year absence of AS9100.

ICOP - INDUSTRY CONTROLLED OVERSIGHT PROCESS

Created by Boeing, Lockheed Martin, and Airbus

In the early 2000s, three aerospace giants-**Boeing, Lockheed Martin, and Airbus**- created the **Industry Controlled Oversight Process (ICOP)** under the International Aerospace Quality Group (IAQG).

ICOP was not created by regulators. It was not created by accreditation bodies. It was created by industry itself.

Its purpose was clear:

- Give industry control over oversight.
- Centralize authority under IAQG.
- Reduce dependence on external accreditation bodies.
- Create a closed loop where industry policed itself.

ICOP became the structural loophole that allowed Boeing to avoid AS9100 certification for 24 years while enforcing it on every supplier.

IAQG - INTERNATIONAL AEROSPACE QUALITY GROUP

The body that governed AS9100-and was governed by Boeing

IAQG was the perfect vehicle for ICOP. It was industry-run, industry-controlled, and industry-directed. Boeing held dominant influence inside IAQG, shaping:

- AS9100 rules
- ICOP oversight
- OASIS governance

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- Supplier requirements

All while Boeing itself did **not** hold AS9100 certification.

OASIS - ONLINE AEROSPACE SUPPLIER INFORMATION SYSTEM

The database Boeing influenced without being certified

In **October 2003**, ANSI-ANAB issued **Heads Up 22**, a memo addressing OASIS-the IAQG-run database that tracks:

- AS9100 certifications
- Audit results
- Certification body performance
- Supplier compliance

At that time, **Boeing held approximately 65% control over OASIS governance.**

This meant Boeing controlled the database that enforced AS9100-while not holding AS9100 itself.

ANAB - ANSI-ASQ NATIONAL ACCREDITATION BOARD

ANSI, ANAB, and Boeing Accreditation Fraud Structure

This document presents a structured analysis of the relationship between ANSI, ANAB, and Boeing, highlighting the conflicts of interest, systemic misrepresentation, and implications for suppliers and the aerospace industry.

| <i>Entity</i> | <i>Role</i> | <i>What Happened</i> | <i>Why It's Fraudulent</i> |
|------------------|--------------------------------|--|--|
| ANSI | Parent organization | Oversaw ANAB, coordinated standards, and appeared to provide impartial oversight. | Misled the public by implying impartial oversight while allowing conflicts of interest. |
| ANAB | Accreditor | Allowed Boeing to serve on the Management Systems Accreditation Committee that could grant, suspend, or withdraw certifications. | Violated impartiality and objectivity standards, compromising the credibility of certification bodies. |
| Boeing | Major manufacturer | Demanded AS9100 certification from suppliers but remained uncertified for 22 years (2002–2024). | Benefited from an illusion of AS9100 CERTIFICATION, while enforcing standards it did not meet. |
| Suppliers | Compliant organizations | Spent billions to maintain AS9100 certification in good faith. | Operated under a false premise of equal enforcement and industry-wide compliance. |

The accreditation body Boeing influenced without being accredited

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Between **2014 and 2024**, Boeing held a seat on ANAB's **Management Systems Accreditation Committee (MSAC)**-the committee with the authority to:

- Grant accreditation
- Suspend accreditation
- Withdraw accreditation

Yet for this entire decade, Boeing was:

- Not AS9100 certified
- Not audited
- Not subject to surveillance audits
- Not subject to corrective actions
- Not subject to management reviews

But Boeing **did** have the authority to influence the accreditation of others.

THE 2013 BOEING MEMO

A warning about unaccredited certificates-issued by an unaccredited company

In **2013**, a Boeing employee who sat on ANAB's MSAC (**2014-2024**) and served as **Chairman of IAQG** issued a global memo warning accreditation bodies to maintain vigilance against unaccredited certificates entering the ecosystem.

This memo was issued while Boeing itself was unaccredited and uncertified to AS9100.

THE 24-YEAR GAP

The largest unspoken truth in aerospace quality

From **2002 to 2026**, Boeing:

- Did not hold AS9100
- Did not undergo AS9100 audits
- Did not undergo AS9100 surveillance
- Did not undergo AS9100 corrective actions
- Did not undergo AS9100 management reviews

Yet Boeing:

- Enforced AS9100 on suppliers
- Controlled ICOP
- Controlled IAQG
- Controlled OASIS
- Sat on ANAB's accreditation committee
- Issued certificate-integrity memos

This was the contradiction that made the entire system mathematically impossible

FINAL CONCLUSION — THE SYSTEM THAT SHOULD HAVE STOPPED BOEING FROM BUILDING AIRCRAFT (2002–2026)

The evidence contained in this dossier leads to a single, unavoidable conclusion:

Boeing should never have built aircraft after 2002.

Not one. Not a single unit. Not a single tail number.

The moment Boeing withdrew from AS9100 oversight — and replaced engineering verification with optional, paper-based, “if need be” clauses — the company forfeited the legal, structural, and engineering authority to manufacture aircraft.

This document captures Boeing’s confession:

“Boeing will augment NADCAP audits... if the need arises.”

And again:

“An on-site Boeing survey... if need be. Our preference is... not have to do on-site quality system surveys.” If need be

These two sentences are the corporate obituary of Boeing’s quality system.

They mark the exact moment Boeing exited the AS9100 universe.

From 2002–2026, Boeing had:

- No AS9100 certification
- No AS9100 surveillance audits
- No AS9100 recertification cycles
- No AS9100 internal audits
- No AS9100 management reviews
- No AS9100 corrective-action enforcement

Not once.

Not ever.

Not in **24 years**.

THE FAA CERTIFICATES ARE NOT VALID WHEN THE SYSTEM IS FRAUDULENT:

A Flight-Worthiness Certificate or Production Certificate issued by the FAA cannot override a fraudulent manufacturing environment.

FAA airworthiness approves the aircraft — not the system.

AS9100 certifies the system — not the aircraft.

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My document states this clearly:

“FAA airworthiness approves the aircraft, not the system. AS9100 certifies the system, not the aircraft.”

When the system is fraudulent, the certificate is fraudulent.

When the oversight is fraudulent, the approval is fraudulent.

When the manufacturing environment is uncertified, the aircraft is uncertified.

There is no waiver, no exception, and no administrative workaround when the foundation itself is fraudulent or missing.”

ICOP OVERRULED THE FAA — AND THAT IS THE CORE OF THE COLLAPSE:

ICOP — created by Boeing, Lockheed Martin, and Airbus — became a parallel oversight universe that:

- Subcontracted FAA authority
- Replaced engineering verification with paperwork
- Replaced metallurgical testing with database entries
- Replaced federal oversight with private governance
- Replaced accountability with circular self-approval

This is why, after every crash, the narrative is pre-selected:

- Pilot error.
- Toggle switch.
- Mechanical anomaly.

Never the system.

Never the manufacturing environment.

Never the absence of AS9100.

Never the 24-year break in certification continuity.

2018–PRESENT: THE MATERIALS ARE FRAUDULENT, THE CALIBRATIONS ARE FRAUDULENT, THE CERTIFICATES ARE FRAUDULENT:

In 2018, ANAB perpetrated fraud on a U.S. Department of State contract. Yet Boeing continued accepting ANAB-accredited certificates — and their MRA/MLA international equivalents — as if nothing happened.

This means:

- Every supplier certificate after 2018 is compromised
- Every material certification after 2018 is compromised
- Every torque wrench calibration after 2018 is compromised
- Every NDT report after 2018 is compromised
- Every heat-treat record after 2018 is compromised
- Every installation record after 2018 is compromised

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Because the accreditation environment itself was **fraudulent.**

You cannot trust the metal.

You cannot trust the calibration.

You cannot trust the documentation.

You cannot trust the aircraft.

This is the largest industrial fraud (investors, logistics, insurers & flying public) in modern aerospace history — and I Daryl Guberman have all the receipts.

THE GLOBAL REGULATORS ARE STRUCTURALLY IMPOTENT:

DGCA (India),

CAAC (China),

IAQG,

OASIS,

Airbus,

Boeing,

the FAA and Others.

All sit inside the same closed loop.

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All rely on the same fraudulent accreditation chain.

All depend on the same ICOP structure.

All are compromised by the same MRA/MLA equivalency.

All are financially or structurally tied to ANAB.

They cannot expose the system because they are the system.

THE FINAL WORD:

From 2002–Present, Boeing built aircraft without:

- **Certification**
- **Surveillance**
- **Verification**
- **Oversight**
- **Compliance**
- **Legitimacy**

And from 2018 onward, Boeing's suppliers delivered materials, components, and calibrated tools from a fraudulent accreditation environment, making every aircraft built in that period structurally suspect.

Lockheed Martin and Airbus — as co-architects of ICOP — share direct culpability for creating the system that enabled this collapse.

This is not a manufacturing failure.

This is not a regulatory failure.

This is a governance failure engineered by the rule-makers themselves.

This is the unavoidable conclusion of **BOEING UNDER THE LENS the GUBERMAN INSIGHT.**

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EXHIBIT A-F

EXHIBIT A — "THE BOEING–AIRBUS ACCREDITATION COLLAPSE: 2002–PRESENT"

A comprehensive forensic report documenting Boeing's twenty-four-year non-certification gap, the ANAB entity designation fraud, the systemic failure of aerospace quality accreditation under the AS9100/AS9110/AS9120 standards, and the material impact on corporate financial disclosures and executive compensation.

<https://guberman-quality.com/wp-content/uploads/2026/04/ACCREDITATION-COLLAPSE-2002-PRESENT-BOEING-AIRBUS.pdf>

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EXHIBIT B — "EXPOSING MEDICAL DEVICE DECEPTION AND REGULATORY EROSION: 2018–PRESENT"

A forensic report documenting the extension of the **GUBERMAN Anomaly-Discovery** into the medical-device sector, demonstrating that the accreditation failure is a systemic contagion affecting ISO 13485 certifications, FDA regulatory reliance, and the safety and integrity of life-critical medical products. DME Durable Medical Equipment, Medical Implants, Medications Worldwide is effected. The FDA sits on ANSI-ANAB as a member and customer. <https://guberman-quality.com/wp-content/uploads/2026/04/EXPOSING-MEDICAL-DEVICE-DECEPTION-REGULATORY-EROSION-2018-Present.pdf.pdf>

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EXHIBIT C — "THE GUBERMAN ANOMALY DISCOVERY — FEBRUARY

2026" The foundational forensic document establishing the cascading accreditation-hierarchy failure, the dissolution of the ANSI–ASQ joint venture, and the systemic implications for all ISO-based certification frameworks across aerospace, medical devices, manufacturing, and defense. <https://guberman-quality.com/wp-content/uploads/2026/03/GUBERMAN-ANOMALY-FEBRUARY-2026.docx.pdf>

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EXHIBIT D — "THE INDUSTRIAL & MANUFACTURING ACCREDITATION

FAILURE: 2018–PRESENT"

A forensic report documenting the spread of the **GUBERMAN Anomaly-Discovery** into the industrial, manufacturing, construction, energy, and infrastructure sectors. This exhibit establishes that the accreditation identity collapse—triggered by the dissolution of the ANSI–ASQ National Accreditation Board joint venture and the 2018 ANAB designation failure—compromised ISO 9001, ISO 14001, ISO 45001, and related industrial certifications. The report demonstrates that manufacturers, fabricators, utilities, and critical-infrastructure suppliers have been operating under accreditation language that no longer matched the published requirements, resulting in systemic misrepresentation across supply chains, procurement systems, and federal/state contracting disclosures. Also effecting Worldwide Accreditation's <https://guberman-quality.com/wp-content/uploads/2026/04/2026-INDUSTRIAL-BOOKLET.pdf>

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EXHIBIT E — This **GUBERMAN DISCOVERY** demonstrates that Boeing operated outside the required aerospace quality system for 24 years. Without AS9100, Boeing lacked the foundational controls necessary to legally and safely produce aircraft. The evidence indicates Boeing should not have been manufacturing commercial or military platforms under federal law.

A Forensic Report on Boeing’s 24-Year Absence of AS9100 Certification and the Collapse of Aerospace Accreditation Oversight (2002–Present) <https://guberman-quality.com/wp-content/uploads/2026/05/GUBERMAN-DISCOVERY-2026.pdf>

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EXHIBIT F — THE GUBERMAN ANALYSIS OF THE JUNE 12, 2025 AIR INDIA

787 CRASH The Guberman Analysis shows that Boeing’s June 2025 787 crash—publicly framed around a Honeywell toggle switch and pilot error—was not caused by either, but by a systemic collapse created when Boeing abandoned AS9100 certification after 2002, destroying the equivalence, continuity, and calibration integrity required in aerospace quality systems. A certified Honeywell switch becomes automatic junk the moment it enters Boeing’s uncertified production environment because (1) its entire traceability and conformity chain is broken the instant it is installed with tools—such as torque wrenches—that, although calibrated at accredited labs, lose their certification status the moment they are used inside Boeing’s non-accredited system, and (2) any installation, adjustment, or verification performed in that environment cannot be validated under AS9100 rules, meaning no one can prove the switch was installed to the correct torque, configuration, or process discipline. This applies retroactively: the 787 involved in the crash was built in 2014, during a period when Boeing had no AS9100 certification, and every tool used on that aircraft—no matter how precisely calibrated—became non-conforming the moment it crossed into Boeing’s uncertified environment. By operating outside the ICOP/OASIS ecosystem for 24 years, Boeing eliminated the structural safeguards that ensure component compatibility, tool integrity, and system reliability. The crash therefore reflects not a switch failure nor a cockpit failure, but the predictable outcome of an aircraft built in a non-certified environment where no part and no tool—no matter how well designed or calibrated—could ever remain acceptable. <https://guberman-quality.com/wp-content/uploads/2026/06/THE-GUBERMAN-ANALYSIS-1.pdf>

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This is the **largest** quality-assurance (INDUSTRIAL-FIDUCIARY) failure in aerospace history - global, systemic, and decades deep. **EXPOSED BY 40 YEAR QUALITY EXPERT DARYL GUBERMAN**

DECLARATION UNDER PENALTY OF PERJURY

I declare under penalty of perjury that the information in this document is true, accurate, and supported by corroborating evidence. This electronic signature is executed by DARYL GUBERMAN on **JUNE 8, 2026 at 11:47 AM**.

Electronic Signature:

Daryl Guberman

CEO, Guberman PMC LLC

Systemic-Risk Advisor | Forensic Archivist | 40-Year Quality-Systems Expert | Boeing Shareholder

Truth moves like the rising sun — slow, silent, and impossible to stop.

Those who walk in its light endure.

Those who hide in its shadow are erased by it.

In the end, every system answers to the same law:

“What is built on deception will one day crash under the weight of its own dawn”.

— Daryl Guberman, 2026

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