July 18, 2023

Dear Member of the House of Representatives,

We are writing to express our strong support for Section 546 in H.R.3935, Securing Growth and Robust Leadership in American Aviation Act (SGRLAA), which would allow a pilot to receive credit toward his or her aeronautical experience requirement for up to 150 hours of training conducted in a full flight simulator. Langworthy #5 would strike this section, which would prevent pilots from having better training experiences using the most advanced training technology.

Pilot training and simulation technology have advanced enormously in the last decade and expanding use of these tools can vastly improve pilot training and experience. Section 546 amendment will enhance safety over the status quo by empowering pilots to expand use of these cutting-edge technologies. Simulators are certified to accurately recreate the experience of flight operations with a fully immersive experience, allowing pilots to experience aircraft malfunctions, rare events like rapid decompressions, emergency descents, high speed rejected takeoffs, and dual engine failures. Student pilots can train on environmental events like wingtip vortices encounters, windshear, cold-weather operations in snow and ice, and mountainous airport operations in poor weather. Suggestions that all appropriate training on such complex procedures and emergencies takes place while pilots build flying time in small, single-engine aircraft are inaccurate. Not only are these scenarios rarely encountered, but students are prohibited from operating in such conditions or unable to replicate them for safety reasons.

In addition to broadening the range of challenging scenarios pilots can safely encounter, extensive training provided alongside these experiences further enhances safety. Student pilots are monitored, their performance data is retained, and they will repeat scenarios until the skills are learned, mastered, and become instinctive. Simulators have the added benefit of training pilots to overcome reflexive startle responses that can actually worsen the crisis in real emergencies. Simulators enable thorough training on preventive and responsive procedures until the trained response is ingrained and instinctive in the heat of the moment.

These and other advantages of realistic simulator training are so well-established that expanding credit for simulator training should not be controversial. Already, commercial airline pilots use simulators

extensively for line operations training and qualifying for new aircraft type ratings. In fact, often the first time an airline pilot flies an airplane they just qualified on is when they begin their Initial Operating Experience, which is actual revenue flight with passengers and a qualified check pilot.

Maintaining the safest aviation system in the world requires never constant vigilance and the adaptation of the latest safety technologies and procedures. In the last decade, the commercial airline operating environment has changed, and flight simulators and training devices have advanced to keep pace with these changes. No airline would assume a 2013 training program remains relevant today. Pilot training must also continue to improve utilizing the best technologies available.

Section 546 will spur this advancement by broadening access to the tools and technologies that meet today's training needs, ensuring student pilots gain aeronautical experience that incorporates actual training in a safe, realistic, and appropriate training environment. This is a good thing that all stakeholders and Members of Congress should support.

Sincerely,

Air Transport Services Group
Archer
CAE
FlightSafety International
General Aviation Manufacturers Association
International Air Transport Association
Joby Aviation
National Air Carrier Association
National Air Transportation Association
National Business Aviation Association
NetJets
Regional Airline Association
Regional Air Cargo Carrier Association