



November 15, 2021

The Honorable Nancy Pelosi  
Speaker of the House of Representatives  
U.S. House of Representatives  
Washington, DC 20515



The Honorable Kevin McCarthy  
Minority Leader  
U.S. House of Representatives  
Washington, DC 20515



Dear Speaker Pelosi and Minority Leader McCarthy:

On behalf of associations representing thousands of aviation businesses and hundreds of thousands of pilots, we appreciate the House’s continued work on legislation to improve the delivery of veterans’ flight training benefits.



The House is now considering HR 5603 under suspension the week of November 15. HR 5603 was amended in committee with a provision capping veterans’ flight training benefits. This severely undermines the important goal of helping our nation’s veterans enter a field where they are desperately needed.

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Civil aviation supports more than 7 percent of the U.S. gross domestic product (GDP) and \$1.5 trillion of economic impact, creating over 11.5 million jobs — and it is seeking pilots. Today’s flight training programs prepare tomorrow’s pilots of police and firefighting helicopters, air ambulances, charter and corporate aircraft, and airliners.



Working as a civilian commercial pilot is a rewarding career. However, it requires thorough, in-depth, and complex training. Without the aid of their promised veterans’ benefits, most veterans can ill afford such training. We believe that as a nation, we have an obligation to meet the needs of veterans. This is especially true when it comes to benefits promised them, including providing financial assistance for achieving their educational goals.



We are encouraged that the amendment to HR 5603 does contain needed improvements for structuring veterans’ flight training benefits. This includes an accelerated payment provision to provide greater flexibility and a more efficient funding mechanism to help veterans complete their flight training. The bill also provides coverage for obtaining a private pilot license when it is incorporated into the requirements of a professional flight training program. Additionally, the section provides flexibility to public schools in allowing them to contract for flight training, which in turn makes aviation training more available to interested veterans.



We support the need for improved fiscal responsibility by the government and strongly support tightening the existing regulations of the Department of Veterans Affairs (VA) to curb abuses by a minority of flight schools affiliated with collegiate degree programs.





However, despite these positive improvements, we cannot support this bill as amended. Unlike how other degree programs at public colleges or universities are treated, the bill caps payments for flight training programs which unfairly impacts the ability of veterans to pursue well-paying jobs in the civilian aviation sector.



Capping funds available for flight training degree programs virtually guarantees that veterans seeking to use their GI Bill benefits to enter the aviation industry will have insufficient funds to achieve their goals. They will either abandon their pursuit or be burdened with significant personal debt through either expenditure of personal funds or taking on of student loans. This will harm veterans and limit their employment opportunities in the aviation industry.



It is unfair and discriminatory to single out for these funding caps veterans seeking employment in aviation. These caps deprive them of the ability to pursue collegiate flight training, a common path to a career as a commercial pilot.



We urge the House to remove the discriminatory cap on flight training at public institutions and to keep the promises that will allow veterans their choice of career.



We remain committed to working with Congress to ensure our nation delivers on its commitment to our veterans, who have honorably and unselfishly served our nation.



- Air Medical Operators Association
- Airborne Public Safety Association
- Aircraft Owners and Pilots Association
- Airlines for America
- Airports Council International – North America
- Allied Pilots Association
- American Association of Airport Executives
- Association of Air Medical Services
- Experimental Aircraft Association
- General Aviation Manufacturers Association
- Helicopter Association International
- National Air Carrier Association
- National Air Transportation Association
- National Association of State Aviation Officials
- National Business Aviation Association
- Regional Airline Association

