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**Subject:** American Airlines Pilots Request Sim Trn prior to MAX return

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**Attachments:** [image001.jpg](#)  
[American Airlines Pilots Boeing MAX Crews Need Better MCAS Tra.pdf](#)

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Lady and Gentleman,

The attached article captures the results of an American Airlines Management Pilot Simulator event that occurred in Miami at Boeings Training center in the past week. Two senior management Captains from American accompanied by a WSJ reporter flew the Boeing MAX Simulator (currently the only MAX simulator in the US) recently. Following their simulator testing of the MAX and the new MCAS 12.1.1 software patch they determined that their pilots need Level C training, that is training in a full motion Level D simulator prior to American returning the MAX 8 to revenue service. This article represents both Boeing and SWA worst nightmare.

One of the critical milestones in the MAX8's certification came in the spring/early summer of 2017 when the Aircraft Evaluations Group (AEG) Flight Standardization Board (FSB) completed their flight testing evaluation (known as T Testing) of the MAX and determined that the MAX Differences Training could be adequately addressed with Level B Training (Computer Based Training (CBT)). AS I have previously reported to the IG and House and Senate Investigators, approximately 6 months before the AEG began their T Testing the Principal Operations Inspector (POI) in my office reported to me that he had received a phone call from AVS-1 (John Duncan – or John Allen, not sure who was at the helm) informing him (POI) that the MAX would not require a separate Type Rating and that it would only require Level B training. To get to the bottom of the MAX issue you must follow the money. SWA is the largest air carrier in the world (based on number of human beings transported) and SWA is Boeings largest customer operating nearly 800 Boeing 737-700's, 800's and MAX -8 aircraft. SWA agreement with Boeing to purchase hundreds of MAX 8 and MAX 7 aircraft (SWA was to begin receiving delivery of the MAX 7 last month) depended on – was contingent on – the MAX remaining a common B 737 Type rating and not requiring Simulator (Level C Training). The reason are as follows – SWA will receive their first MAX Simulator from CAE this coming fall (2019) – SWA began flying the MAX as Boeings US launch customer in October 2017. The simulators are so late (and this was well known by mid-2016) that had the AEG T Testing determined that Level C (Simulator) training was necessary no US Air Carrier could have trained their pilots and put the MAX into revenue service until they had at least two to three MAX simulators and had run all of their MAX pilots through the simulator training. In other words – if the AEG required Sim Training the MAX launch in the US would have been delayed by 18-24 months costing SWA and Boeing tens of millions. Having the leader of FAA Flight Standards call my boss (SWA CMO POI) six months before the MAX was tested by FAA AEG demonstrates the power of SWA to influence FAA management and (in my assessment) this is the root cause of most of the problems at the FAA. SWA had another problem – they were operating 4 737 variants at the time of the MAX contract (737-300, 737-500, 737-700 & 737-800) with Boeing and we (FAA) had told them that they would have to retire the 737 classic (300 & 500) in order to be permitted to have their pilot group fly the 737 Next Gen (NG) – B-737-700 and 800 plus the MAX. So SWA had long planned into their business model to retire the 737-300/500 as the MAX arrived on the property. SWA is the only airline in the US that operates a single fleet type, all 737's, and had the AEG determined that the MAX performed so differently that

