GUIDE TO BUSINESS AVIATION TRAINING AND SAFETY 2021

A CONTENT PARTNERSHIP

FlightGlobal

FlightSafety international

1951 - 2021

THANK YOU FOR DECADES OF SUPPORT

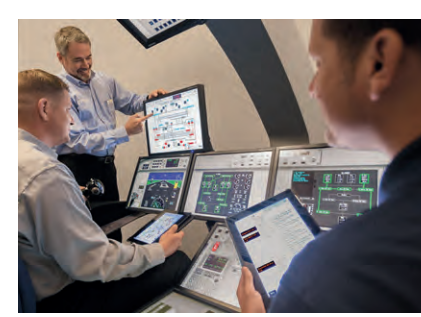
When the first business aircraft took flight, FlightSafety was there. From the beginning, we've developed and improved the training technology and instruction aviation professionals depend on. It's why they come back, year after year, decade after decade. Thank you to our Customers and our team for making FlightSafety the undisputed training leader, now and in the future.

FlightSafety.com • +1 201.584.8262 • A Berkshire Hathaway company

FlightSafety international

Staying safe

Welcome to the first FlightGlobal *Guide to Business Aviation Training and Safety*, produced in association with FlightSafety International. Approaches to training and safety in business aviation have evolved considerably over the decades, and modern technology – from the sophisticated avionics and visuals in simulators to using artificial intelligence to reinforce learning – gives operators the opportunity to adopt even safer practices. In this publication, we steer you through the latest developments and thinking, and hope that this will help pilots, flight departments and owners consider training and safety in a different way. The publication also contains a directory of business aircraft simulator training centres.



Produced by FlightGlobal, 1st Floor, Chancery House, St Nicholas Way, Sutton, Surrey, SM1 1JB, UK flight.international@flightglobal.com **Printed by BHF Graphics**

Modern training should be about much more than simply ticking the regulatory boxes

Above and beyond

Aviation safety has become, in many ways, a victim of its own success. In the days when aircraft were less reliable, and lacked the equipment to provide the crew with constant situational awareness and warnings if things were going amiss, a pilot's flying skills were the primary determining factor in the outcome of a flight. The regulations around training tended to reflect that.

Twenty-first century aircraft – packed with the sort of avionics and other safety-enhancing technology a 1980s aviator could only dream of – do not tend to go wrong. However, that does not mean today's pilots – if trained according to a syllabus laid down by the regulator – always know what to do when the unexpected happens.

"Think of all the accidents that you have heard of. How many times were the crew members not qualified? Maybe one in a thousand?" asks Richard Meikle, executive vice president of safety and compliance at FlightSafety International. "The overwhelming majority met the regulation, but many of these legally qualified pilots weren't prepared for the situation and couldn't prevent the accident."

Many of the criteria for airline and business aircraft pilot training are based on requiring crew to react to worst-case events, largely based on historic accidents involving older-generation jet aircraft. As aircraft evolved, different incidents occurred, and the training syllabus was simply added to over the years to expose trainees to these new scenarios.

But to be truly effective, pilot training needs to go beyond ticking a regulatory checklist and instead focus on areas that will make pilots better able to cope with a range of scenarios they might encounter, and spot danger signs early. "Regulations need to be seen as the bare minimum, an entry threshold of compliance," says Meikle. "They are not a guarantee of safety."

The challenge is changing the culture by impressing on instructor, employer and most importantly the pilot, that time in a simulator is about more than completing a series of tests. It is about encouraging pilots to become more engaged in their own training by helping to identify and focus on their weaknesses, says Brian Moore, FlightSafety International's senior vice president of operations.

"The best way to find out where a pilot might be falling short is by questioning them on what they are least comfortable with," says Moore. "For instance, ask them what mode on the flight control panel they do not use and why. The pilot will often say it is because they don't understand it. That way you can drive training toward what the customer actually needs."

Today's aircraft have such complex, integrated avionics, the "concept of putting someone into the right seat and simply teaching them how to fly the airplane is antiquated," says Moore. But high reliability on all this technology can instill a false sense of security. "So much has been introduced into the design of aircraft, there can be a complacency factor," he says. "Pilots assume the machine will always work."

Meikle points to the tragic example of Air France 447 where the training guidelines arguably failed to equip pilots to understand and react to their predicament. The Airbus A330 stalled before plunging

A lot of criteria for pilot training are based on worst case scenarios, following historic incidents

into the South Atlantic en route from Rio de Janeiro to Paris in June 2009, killing all 228 on board.

"The aircraft was perfectly flyable, but the crew didn't understand what they were dealing with," he says. "The regulations say you must be trained to recover from a stall, but the pilots didn't recognize they were in a stall. Their mental model was that the flight computers would not allow the aircraft to stall. Unfortunately, they didn't understand the protections provided by the degraded level of automation had lost stall protection and couldn't recover."

Moore recalls an earlier non-aviation disaster, where over-reliance on technology – and the boredom it can instill – were contributory factors. The 1979 Three Mile Island nuclear accident happened because operators "in a low state of engagement lost control of a complex system that ought to have been reliable," he says. "Humans are not always good at this sort of thing."

Principle understanding

While appreciating what an aircraft's technology can offer is crucial, it is still vital that pilots comprehend the principles of aeronautics, believes Moore. "It's an interesting balance. You need to understand the system well enough to know when it's working and when it's not," he says. "And when things don't work, when to reduce automation levels and go back to basic flying skills."

However, going above and beyond the regulatory minimum when it comes to training is all very well. But what does it cost, and how does the person responsible for paying for the instruction justify the additional outlay? Meikle has a simple answer to the conundrum: "Safety is always expensive until you need it."

Moore believes there are tangible benefits to investing in training. For one, showing pilots how they can become involved in advancing their own skills makes them feel more confident and engaged in their job, he says. Moreover, better training does not necessarily mean a massive increase in simulator hours, he says. "It is the quality of that time; how the training is focused."

Yes, additional training will be costlier, but he likens it to the decision people make when they walk into a jeweler and are given the choice between a one-carat diamond ring priced at $1,000, and another that is $10,000. "Doing only enough training to be signed off under the regulations does not always mean the quality is there," he says. "There is a reason for that price delta."

Moore sees signs of regulators shifting in the right direction, away from the "tick-box" philosophy, including with the European Union Aviation Safety Agency's move toward adopting evidence-based training, which aims to assess the capability of a trainee across a range of core competencies rather than by measuring his or her performance in individual events or manoeuvers.

"Regulators are discussing it," he says. "But aviation is a big ship with a small rudder. Changes take time to feed through." Until then, it is for operators themselves – and training providers – to take the initiative. "We want to drive the customer into the mindset that they want to get involved in their training," he maintains. "We say to pilots: Don't just show up and be passively involved."

The programme is an entirely new way of working for many instructors

Artificial intelligence is helping pilots to learn from their mistakes through targeted teaching

Intelligent training

Big data and artificial intelligence (AI) are helping FlightSafety International instructors provide more effective, targeted training – by detailed analysis of a pilot's performance based on behaviours and actions sometimes invisible to an expert human eye. However, the benefits of the technology may not always be immediately clear to those doing the flying.

"One of the concerns is likely to be: 'Why is a computer grading me?'," says Chris Starr, senior product manager for FlightSmart®, an AI-based training tool developed by FlightSafety with IBM. "It's not. FlightSmart is an enhancement. It gives the instructor an additional tool to help get the pilot to proficiency. The goal is not machine-based grading, but making the instructor even more effective."

FlightSafety unveiled FlightSmart in November 2019 as a method of improving teaching and enhancing safety "through automated, intelligent and objective training." It blends AI and machine learning to evaluate a pilot's ability to perform critical tasks and maneuvers, before creating a "customized corrective action training path that addresses any identified deficiencies."

FlightSafety has been using its technology to evaluate pilots on 16 Textron Aviation Beechcraft T-6A initial and operational training devices, as part of a contract with the US Air Force's Air Education and Training Command at Columbus Air Force Base in Mississippi.

The FlightSmart tool maps the pilot's input for later analysis

The company is now introducing FlightSmart into its other markets, including business aviation.

Starr says his FlightSafety colleagues had the idea to approach IBM in 2017 after realising "how much data we had in our simulators that we were otherwise discarding." They were convinced that by partnering with a data science specialist, they could transform that surplus information into a "tool for instruction and client debrief."

He believes FlightSmart, a proprietary FlightSafety product, will speed the sector's transition away from qualitative-based instruction with a fixed syllabus, to competency- and evidence-based training. This shift to identifying and focusing on areas that need most attention is a cultural change in training philosophy that regulators and other industry bodies are keen to foster.

Starr explains how the technology works in practice. A session in the simulator proceeds as normal, with the client aware of but not burdened by the FlightSmart programme mapping their every input for later analysis, as well as being monitored by an instructor in real time. Because it does this behind the scenes through AI algorithms, the instructor is not distracted and can remain totally focused on the pilot.

Detailed debrief

Once the session is over, the recording is stopped and the data sent to a secure cloud, where algorithms process the information, explains Starr. Two to five minutes later FlightSmart's assessment of the pilot's performance is available on a dashboard, where it is used by the instructor as part of the debrief.

Training instructors with a "robust" programme of their own is crucial, as, for many, this may be a new way of working, adds Brian Moore, FlightSafety's senior vice president of operations. "It is critical that instructors are using this well," he says. "We really wanted to be sure they were proficient and feel comfortable with it."

Although FlightSmart is still in the process of being rolled out, its effectiveness will improve the more it is used. "As we capture anonymous data from more and more pilots, the system itself will become smarter," says Starr. "We are spending hundreds of hours to identify what data we need to be aware of, and how that feeds our algorithms."

There is much scope for future enhancements. "You could take it to a different level," says Starr. "Imagine you are the head of a flight department with 10 to 12 pilots. Upon request, and with the appropriate data privacy controls, historical performance from all these pilots could be aggregated to recognise patterns and get insights into areas where we could help you improve, for example, if your pilots have a tendency to come in too fast on approach."

Ultimately, Starr believes that initiatives such as FlightSmart could be used to help the re-framing of training requirements. He gives an example: "We could go to the regulators with data that suggests that pilots who can perform an upset recovery manoeuvre and a windshear escape maneuver are 96% competent at unusual attitudes, thereby alleviating them of unnecessary training in the future."

As with any new technology when it comes to training pilots, Starr, a former major and helicopter instructor with the US Marine Corps, admits that there will always be some reluctance to embrace change. But he insists that by "focusing on the value" of FlightSmart, sceptics can be won over.

"Ultimately, the simulator is a big computer, and we are putting all that data into something that is useable, that can provide objective root cause analysis and see where a student is having issues," he says. "We will make the case that this is not a way of beating you about the head for what you didn't do right. Instead it is all about making you a better, safer pilot."

Hire standards

What training experience should companies look for when taking on a contract pilot or crew?

FlightSafety trains pilots to a consistent set of SOPs

Many managers of small flight departments will be familiar with the scenario. The CEO has called to let you know that she needs to make an unscheduled trip to sign an important international business deal. You have three crew rated to fly your company's flagship jet. However, one is on vacation and a second has just called in sick. You urgently need a qualified substitute to fill the vacant seat.

Unlike the airline world – with its large pools of employee pilots, often inter-changeable across the fleet – the use of contract crew in business aviation is commonplace. Reasons can range from bedding in a new type while in-house pilots get up to speed, or to cover leave and other unplanned absences, such as in the example above.

Flight department managers tend to source these freelance contractors either through personal contacts – a pilot they have used before or who comes recommended by a colleague – or by turning to agencies. However, while these specialist personnel houses ensure any stand-in is qualified and proficient, they will not necessarily provide much detail beyond the pilot's hours on type.

Most flight departments will want to know more. A promising candidate may have plenty experience flying a Gulfstream between New York and West Palm Beach, for instance, but if the mission involves a transatlantic flight to an unfamiliar airport in West Africa, that may not be enough, says Richard Meikle, executive vice president of safety and compliance at FlightSafety International.

> "While there are commonalities among standard operating procedures, the devil is in the detail"
>
> **Brian Moore, senior vice president of operations, FlightSafety**

Another challenge when it comes to bringing an outsider into the cockpit is a particular company's standard operating procedures (SOP). Every operator's SOPs are unique and adherence can be vital to the smooth running of the flightdeck, even to safety. It might come down to something as seemingly minor as whether it is the captain's or first officer's job to put the gear up after rotation.

"While there are commonalities among standard operating procedures, the devil is in the detail," says Brian Moore, FlightSafety's senior vice president of operations. "When you put an unknown pilot in the cockpit, how can you be sure how they will react? A slight misunderstanding could cause situational awareness in the cockpit to be substantially degraded. If the contract pilot does something unexpected, it could put the flight at risk."

One solution is to recruit pilots who have been trained to a consistent set of SOPs, such as those used by FlightSafety across its programmes, suggests Meikle. "That way if a flight department knows the pilot has been FSI SOP-trained, they can explain the differences with the flight department's SOPs, then put him in the aircraft, and operate with confidence." he says. "The pilot is a known quantity and the risk is mitigated to the extent possible."

A major potential downside of the contract pilot system is that agencies do not tend to fund training on behalf of those on their books. It is incumbent on the pilot to ensure they are trained beyond the minimum required to remain qualified on type. But what incentive does that individual have for professional self-improvement? There are two drivers, says Miekle.

The first is to make ongoing training appealing to the pilots themselves, both by convincing them it will improve their job prospects, but also making it affordable, something FlightSafety does with courses aimed specifically at freelancers. "We do recognise that contract pilots are often self-funding their training, so we do have a programme that eases the burden a bit," says Moore.

The other is by convincing the ultimate customer – the owner of the jet – that it is not in their interest to tie the hands of the flight department by "chasing the lowest price for contract pilots," says Moore. "The flight department has to be prepared to have that conversation with the people in the back, to sell the concept that the daily rate should not drive selection."

A flight department should also try to find out about the contract pilot's attitude about professional learning, believes Moore. "Are they customizing their own training? Are they invested emotionally in personal development, or are they of the cooperate and graduate philosophy? Do they just want to get in and out and make some money?"

He draws a parallel with how private patients choose a specialist medical professional. "You would certainly want one who had plenty experience doing the same procedure," he says. But you would also look at the number of conferences and courses they had attended. Maybe not to be perpetually in school, but to have real world experience, with a good balance of training in between."

So much more can be tested in simulators than an aircraft

Is simulator training really the best option? Why would being put through your paces in something that replicates the flying experience be more effective than training in the real thing? How can an artificial environment be preferable to taking to the skies and proving that you can complete a series of maneuvers in the same random conditions that you will encounter every day of your career?

Compare also the convenience and cost of training from a local airfield to travelling to a specialist training centre and the case for staying on the ground to learn to fly might seem less than compelling. But if it sounds counter-intuitive, it is one that Jack Tessmann, director of training at FlightSafety Textron Aviation Training in Wichita, is delighted to make.

"You can do so many more things in a simulator that you cannot do in an airplane, because of the risk factor," he says. "In a simulator, we can set it up for the pilot to experience a catastrophic engine failure that results in a fire just after take-off in blowing snow. If you are training in an aircraft, there is a point at which you have to say, that's enough."

He adds: "There are things we can do in a simulator that you physically cannot do in an airplane, such as an engine hot start, which you cannot replicate without damaging the airplane. It means that, if that situation does occur in the real world, the pilot has seen it before, they know how to respond. It won't be their first rodeo."

The simulator helps the instructor focus on more than how the pilot handles the actual emergency, says Tessmann. "We can continue that scenario to a logical conclusion based on the decisions the pilot is taking. It's a fully-evolved scenario, where they can see how their decision making influenced what happened."

He concedes that some aspects of being responsible for a general aviation aircraft are better taught in the field, such as how to fuel, towing techniques, preflight external checks, and aspects of maintenance. However, Tessmann is adamant that when it comes to the actual flying, there is very little that cannot be learned more effectively and safer in a simulator.

That might not always have been the case. "There was a time back in the nineties, on phase one, two, and three devices, when simulation lacked the fidelity," he admits. "But the quality of simulators has improved enormously. There are now hundreds of different procedures that can be perfected in a simulator first. Simulators can train for every eventuality."

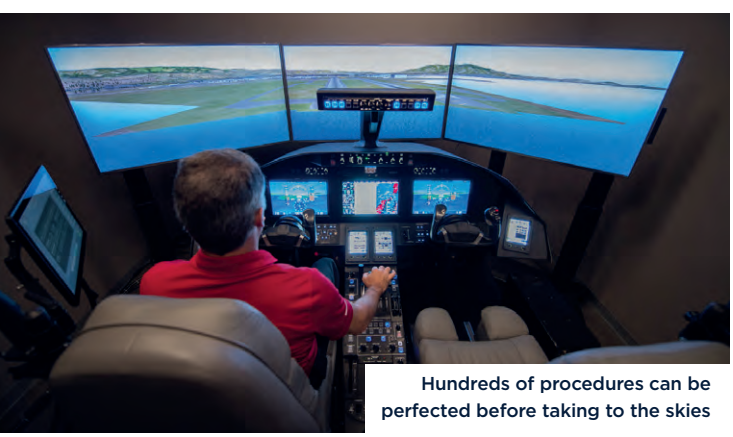
Pushing the limits

Being able to train to the limits without putting aircraft or pilot in jeopardy is key. "That quality of simulation means you can create every type of weather from broken clouds to patchy ground visibility, thunderstorms, windshear, and other visual hazards to simulate an approach in a wide range of conditions," says Brian Moore, senior vice president of operations at FlightSafety International. "In a real airplane you've got to put yourself at risk."

The cost advantage of airborne training can be a false economy too, argues Tessmann. "Some companies think they can save a bit of money by introducing that level of realism, and have ended up with an

Why training in a simulator instead of in the sky can better equip pilots for real life situations

Keeping it grounded



Hundreds of procedures can be perfected before taking to the skies

incident, which ends up being much more expensive, or, even worse, a serious accident," he says.

There is also a "misconception" that simulator sessions are pricey. "There will tend to be a difference, but it's not that big a delta, when you take into consideration all your fixed and variable costs," he says. "You don't have the travel and the lodging, but once you start looking at the value proposition, that 30 percent or so increase doesn't equate to the added value of using a simulator."

So how difficult is it to get that message across? "Large flight departments understand it, but with a new operator, there is the possibility of them coming into contact with someone who persuades them it's better to train with the airplane," says Tessmann, who credits bodies such as the Citation Jet Pilots Association for spreading the word about simulator instruction to rank and file owner flyers.

"It's a process," he says. "Many owner operators are entrepreneurs who have built their successful business by making their own decisions. They might fly with someone and confidently master take-offs and landings, but, when it comes to understanding the true operations of the airplane, there is much else to consider. People have come to us and said 'I can't believe there is so much I didn't know.'"

Regulators tend to have minimum standards for awarding licences to fly an aircraft. "Where companies such as FlightSafety pick it up is in the detail, such as advanced avionics," says Tessmann. "When you do one of our courses, 40 percent of the time is devoted to understanding these avionics. A typical Citation training course will teach one thousand new skillsets."

Another advantage of opting for simulator training is the skill and experience of those teaching. "Typically in a flight school, instructors will train on multiple models, so they try to make it as generic as possible," says Moore. "The problem is that waters down the specific operational aspects of the aircraft you are flying."

All FlightSafety instructors are experts in the type they teach on, often remaining loyal for decades. "Sometimes that's their only job," says Moore. "If they do another aircraft, it will be a similar model. They won't be a Citation instructor today and be teaching on a Learjet tomorrow. We think of them as teaching at a PhD level on that aircraft."

The following pages list full-flight simulators for business jets and fixed-wing turboprops, and where to find them – first, by aircraft manufacturer and type, and then, from P22, by country

Census by aircraft manufacturer

Bombardier

Challenger 300

Europe

Netherlands, Amsterdam: CAE
Simulator: CAE

North America

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: CAE

USA, Morristown, NJ: CAE
Simulator: CAE

Challenger 350

North America

Canada, Montreal, QC: CAE
Simulator: CAE

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Nona, Orlando, FL: CAE
Simulator: CAE

USA, Dallas, TX: CAE
Simulator: TRU

Challenger 601

North America

USA, Houston, TX: FlightSafety International
Simulator: FlightSafety International

USA, Tucson, AZ: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: CAE

Challenger 604

Europe

Netherlands, Amsterdam: CAE
Simulator: CAE

North America

USA, Tucson, AZ: FlightSafety International
Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: CAE

Challenger 605

North America

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

Challenger 605/650

North America

Canada, Montreal, QC: CAE
Simulator: CAE

Middle East

UAE, Dubai: CAE
Simulator: CAE

North America

USA, Dallas, TX: CAE
Simulator: CAE

Challenger 650

North America

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International

Global 5000/6000

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

North America

USA, Dallas, TX: CAE
Simulator: CAE

Canada, Montreal, QC: CAE
Simulator: CAE

Global 6000

North America

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International

Global 7500

North America

USA, Dallas, TX: CAE
Simulator: CAE

Canada, Montreal, QC: CAE
Simulator: CAE

Global Express

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

North America

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: CAE

USA, Morristown, NJ: CAE
Simulator: CAE

Middle East

UAE, Dubai: CAE
Simulator: CAE

Global Express XRS

North America

Canada, Montreal, QC: CAE
Simulator: CAE

Census by aircraft manufacturer

Learjet 31

North America

USA, Dallas, TX: CAE

Simulator: CAE

Learjet 31A

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International

USA, Tucson, AZ: FlightSafety International

Simulator: FlightSafety International

Learjet 35

North America

USA, Tucson, AZ: FlightSafety International

Simulator: FlightSafety International

Learjet 35/36

North America

USA, Dallas, TX: CAE

Simulator: Singer-Link

Learjet 40/40XR/45/45XR

Europe

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

Learjet 45

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International

USA, Tucson, AZ: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: CAE

Number: 2

Learjet 45XR

North America

USA, Wichita, KS: FlightSafety International (East Learning Center)

Simulator: FlightSafety International

Learjet 55

North America

USA, Tucson, AZ: FlightSafety International

Simulator: FlightSafety International

Learjet 60

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International

USA, Tucson, AZ: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: CAE

Learjet 60XR

North America

USA, Dallas, TX: CAE

Simulator: CAE

Learjet 75

North America

USA, Dallas, TX: CAE

Simulator: CAE

Legacy 650

North America

USA, Dallas, TX: CAE

Simulator: TRU

Dassault

Falcon 10

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Teterboro, NJ: Dassault Falcon Jet

Simulator: FlightSafety International

USA, Houston, TX: FlightSafety International

Simulator: FlightSafety International

Falcon 20

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Teterboro, NJ: Dassault Falcon Jet

Simulator: FlightSafety International

USA, Stafford, VA: Paramount Aviation Services

Simulator: FlightSafety International

Falcon 2000

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: TRU

Falcon 2000LXS

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Teterboro, NJ: Dassault Falcon Jet

Simulator: FlightSafety International

Falcon 2000EX/900EX convertible

North America

USA, Teterboro, NJ: Dassault Falcon Jet

Simulator: FlightSafety International

Falcon 2000EX EASy

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 2000LXS/900LX Convertible

North America

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 50

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Teterboro, NJ: Dassault Falcon Jet

Simulator: FlightSafety International

USA, Houston, TX: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: Singer-Link

Falcon 50EX

North America

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: CAE

Falcon 7X

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

USA, Teterboro, NJ: Dassault Falcon Jet

Simulator: FlightSafety International

USA, Morristown, NJ: CAE

Simulator: CAE

Middle East

UAE, Dubai: CAE

Simulator: CAE

Falcon 8X

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Teterboro, NJ: Dassault Falcon Jet

Simulator: FlightSafety International

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 900

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Teterboro, NJ: Dassault Falcon Jet

Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International

Falcon 900/2000

North America

USA, Dallas, TX: CAE

Simulator: CAE

Falcon 900/2000 EASy

Middle East

UAE, Dubai: CAE

Simulator: CAE

Falcon 900/2000EX EASy

Europe

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

Falcon 900/2000 EASy

North America

USA, Morristown, NJ: CAE

Simulator: CAE

Falcon 900/900EX

North America

USA, Dallas, TX: CAE

Simulator: L-3 Link

Falcon 900EX

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Census by aircraft manufacturer

Falcon 900EX EASy

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 900LX

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

North America

USA, Dallas, TX: CAE

Simulator: TRU

Number: 3

Phenom 300

North America

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

Number: 2

USA, Nona, Orlando, FL: CAE

Simulator: CAE

Eclipse

Eclipse IFMS

North America

USA, Nona, Orlando, FL: CAE

Simulator: TRU

Embraer

Legacy 500

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

USA, St Louis, MO: FlightSafety International

Simulator: FlightSafety International

Legacy 600

Middle East

UAE, Abu Dhabi: CAE

Simulator: TRU

Legacy 650

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, St Louis, MO: FlightSafety International

Simulator: FlightSafety International

Phenom 100

North America

USA, Dallas, TX: CAE

Simulator: TRU

Phenom 100/300

South America

Brazil, Sao Paulo: CAE

Simulator: CAE

Europe

Netherlands, Amsterdam: CAE

Simulator: CAE

Fairchild Dornier

Dornier 328 Jet

North America

USA, Nona, Orlando, FL: CAE

Simulator: CAE

Gulfstream

Aero Commander 1000

North America

USA, Orlando, FL: SimCom

Simulator: FlightSafety International

Aero Commander 690

North America

USA, Orlando, FL: SimCom

Simulator: FlightSafety International

G100

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

G150

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

Number: 2

G200

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

Number: 2

USA, Morristown, NJ: CAE

Simulator: CAE

G280

North America

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

Number: 2

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

G450

North America

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

G450/G550 Convertible

Asia-Pacific

China, Hong Kong: Cathay Pacific Airways
Simulator: FlightSafety International

China, Shanghai: CAE
Simulator: CAE

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

North America

USA, Dallas, TX: CAE
Simulator: CAE

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

USA, Morristown, NJ: CAE
Simulator: CAE

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

G500

North America

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

G500/G600 Convertible

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

G550

North America

USA, Long Beach, CA: FlightSafety International
Simulator: FlightSafety International

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

G650

Middle East

UAE, Dubai: CAE
Simulator: CAE

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

USA, Long Beach, CA: FlightSafety International
Simulator: FlightSafety International

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

GI

North America

USA, Seattle, WA: Pacific Northwest National Laboratory
Simulator: FlightSafety International

GIII

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

GIV

Middle East

UAE, Dubai: CAE
Simulator: CAE

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Long Beach, CA: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: CAE

USA, Morristown, NJ: CAE
Simulator: CAE

Census by aircraft manufacturer

GIII

North America

USA, Dallas, TX: CAE
Simulator: Singer-Link

GV

North America

USA, Long Beach, CA: FlightSafety International
Simulator: FlightSafety International

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: CAE

GV/550

Middle East

UAE, Dubai: CAE
Simulator: CAE

Honda Aircraft

HondaJet

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

North America

USA, Greensboro, NC: HondaJet
Simulator: FlightSafety International

Piaggio Aero

Avanti

North America

USA, West Palm Beach, FL: FlightSafety International
Simulator: FlightSafety International

Pilatus

PC-12

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

PC-12NG

North America

USA, Denver, CO: FlightSafety International
Simulator: FlightSafety International

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

PC-24

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

Textron Aviation

Beechcraft Baron/ Beechcraft Bonanza

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International
Number: 2

Beechcraft King Air 200

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

North America

USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International

USA, Orlando, FL: SimCom
Simulator: FlightSafety International

USA, Secaucus, NJ: Port Logistics Group
Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Dallas, TX: CAE
Simulator: TRU

Beechcraft King Air 200/350 Convertible

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air 250/260/350 Fusion Convertible

North America

USA, Tampa, FL: FlightSafety International
Simulator: TRU

Beechcraft King Air 360 Fusion

Middle East

UAE, Abu Dhabi: CAE
Simulator: TRU

North America

USA, Tampa, FL: FlightSafety International
Simulator: TRU

Beechcraft King Air 350 (Fusion cockpit)

North America

USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International

USA, Teterboro, NJ: FlightSafety International
Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

USA, Morristown, NJ: CAE
Simulator: CAE

USA, Dallas, TX: CAE
Simulator: TRU
Number: 2

USA, Dallas, TX: CAE
Simulator: TRU

Beechcraft King Air 400A

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Dallas, TX: CAE
Simulator: TRU
Number: 2

Beechcraft King Air C-90B

North America

USA, Orlando, FL: SimCom
Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air C-90GT

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air C-90GTx

Asia-Pacific

China, Tianjin: Jeppesen International Flight College
Simulator: FlightSafety International

Cessna 421

North America

USA, Orlando, FL: SimCom
Simulator: FlightSafety International

Cessna 441

North America

USA, Orlando, FL: SimCom
Simulator: FlightSafety International

Citation Bravo

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

North America

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

Citation CJ1

North America

USA, San Antonio, TX: FlightSafety International
Simulator: FlightSafety International

Citation CJ2

North America

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

Citation CJ2+

North America

USA, San Antonio, TX: FlightSafety International
Simulator: FlightSafety International

Citation CJ3

North America

USA, Carlsbad, CA: FlightSafety International
Simulator: TRU

USA, Morristown, NJ: CAE
Simulator: CAE

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

USA, Tampa, FL: FlightSafety International
Simulator: TRU

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Citation CJ4

North America

USA, Carlsbad, CA: FlightSafety International
Simulator: TRU

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

Citation M2/Citation CJ3+ Convertible

North America

USA, Tampa, FL: FlightSafety International
Simulator: TRU

Citation Encore

North America

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Census by aircraft manufacturer

Citation Encore+

North America

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

Citation Excel

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

North America

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

USA, San Antonio, TX: FlightSafety International

Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: CAE

Citation II

Europe

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International

USA, San Antonio, TX: FlightSafety International

Simulator: FlightSafety International

Citation III

North America

USA, San Antonio, TX: FlightSafety International

Simulator: FlightSafety International

Citation I/II/SII

North America

USA, Dallas, TX: CAE

Simulator: Singer-Link

Citation Latitude

Europe

UK, Farnborough: FlightSafety International

Simulator: TRU

North America

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

Number: 2

USA, Tampa, FL: FlightSafety International

Simulator: TRU

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Citation III/VI/VII

North America

USA, Dallas, TX: CAE

Simulator: Singer-Link

Citation Longitude

North America

USA, Columbus, OH: FlightSafety International

Simulator: TRU

USA, Tampa, FL: FlightSafety International

Simulator: TRU

Citation M2/CJ3+ Convertible

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Citation Mustang

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

North America

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Citation Sovereign

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

USA, Morristown, NJ: CAE

Simulator: CAE

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Citation Sovereign+/X+ Convertible

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Citation Ultra

North America

USA, San Antonio, TX: FlightSafety International

Simulator: FlightSafety International

Citation Ultra/Bravo

North America

USA, Dallas, TX: CAE

Simulator: CAE

Citation X

North America

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: CAE

Citation XLS

Europe

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

North America

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

USA, Nona, Orlando, FL: CAE

Simulator: TRU

Citation XLS+

North America

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

USA, San Antonio, TX: FlightSafety International

Simulator: FlightSafety International

USA, Tampa, FL: FlightSafety International

Simulator: TRU

Hawker 400XP

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

Hawker 4000

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Hawker 800A/XP

North America

USA, Dallas, TX: CAE

Simulator: TRU

Hawker 800XP

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Number: 2

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International

Hawker 800XPI

North America

USA, Morristown, NJ: CAE

Simulator: CAE

Hawker 800/1000

North America

USA, Morristown, NJ: CAE

Simulator: TRU

Hawker 800/800XP

Middle East

UAE, Dubai: CAE

Simulator: CAE

Hawker 800XPi (Pro line 21)

Middle East

UAE, Dubai: CAE

Simulator: CAE

Hawker 850XP

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

North America

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International

Hawker 900XP

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Hawker 900XP

North America

USA, West Lafayette, IN: Purdue School of Aviation

Simulator: FlightSafety International

Premier I

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Census by aircraft and country

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
BRAZIL			
Sao Paulo			
Embraer	Phenom 100/300	CAE	CAE
CANADA			
Montreal, QC			
Bombardier	Global 5000/6000	CAE	CAE
Bombardier	Global 7500	CAE	CAE
Bombardier	Challenger 605/650	CAE	CAE
Bombardier	Global Express XRS	CAE	CAE
Bombardier	Challenger 350	CAE	CAE
CHINA			
Hong Kong			
Gulfstream	G550/G450 Convertible	FlightSafety International	Cathay Pacific Airways
Shanghai			
Gulfstream	G450/550	CAE	CAE
Tianjin			
Textron Aviation	Beechcraft King Air C-90GTx	FlightSafety International	Jeppesen Flight College
FRANCE			
Le Bourget, Paris			
Embraer	Legacy 650	FlightSafety International	FlightSafety International
Pilatus	PC-24	FlightSafety International	FlightSafety International
Dassault	Falcon 50	FlightSafety International	FlightSafety International
Dassault	Falcon 10	FlightSafety International	FlightSafety International
Dassault	Falcon 2000LXS	FlightSafety International	FlightSafety International
Dassault	Falcon 900EX EASy	FlightSafety International	FlightSafety International
Dassault	Falcon 8X	FlightSafety International	FlightSafety International
Dassault	Falcon 900	FlightSafety International	FlightSafety International
Dassault	Falcon 20	FlightSafety International	FlightSafety International
Dassault	Falcon 2000	FlightSafety International	FlightSafety International
Dassault	Falcon 7X	FlightSafety International	FlightSafety International
NETHERLANDS			
Amsterdam			
Bombardier	Challenger 300	CAE	CAE
Bombardier	Challenger 604	CAE	CAE
Embraer	Phenom 100/300	CAE	CAE
UAE			
Abu Dhabi			
Embraer	Legacy 600	TRU	CAE
Textron Aviation	Beechcraft King Air 350	TRU	CAE
Dubai			
Textron Aviation	Hawker 800/800XP	CAE	Emirates-CAE Flight Training
Gulfstream	GIV	CAE	Emirates-CAE Flight Training
Gulfstream	GV/550	CAE	Emirates-CAE Flight Training
Textron Aviation	Hawker 800XPi (Pro line 21)	CAE	Emirates-CAE Flight Training
Bombardier	Global Express	CAE	Emirates-CAE Flight Training
Dassault	Falcon 900/2000 EASy	CAE	Emirates-CAE Flight Training
Dassault	Falcon 7X	CAE	Emirates-CAE Flight Training
Bombardier	Challenger 605/650	CAE	Emirates-CAE Flight Training
Gulfstream	G650	CAE	Emirates-CAE Flight Training
UK			
Burgess Hill, W Sussex			
Dassault	Falcon 7X	CAE	CAE
Dassault	Falcon 900/2000 EX EASy	CAE	CAE
Bombardier	Global Express	CAE	CAE

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Textron Aviation	Citation XLS	CAE	CAE
Textron Aviation	Citation II	CAE	CAE
Bombardier	Learjet 40/40XR/45/45XR	CAE	CAE
Bombardier	Global 5000/6000	CAE	CAE
Gulfstream	G450/550	CAE	CAE
Farnborough			
Textron Aviation	Beechcraft King Air 200	FlightSafety International	FlightSafety International
Textron Aviation	Citation Bravo	FlightSafety International	FlightSafety International
Textron Aviation	Citation Excel	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 400 XP	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 850 XP	FlightSafety International	FlightSafety International
Textron Aviation	Citation Mustang	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Textron Aviation	Citation Latitude	TRU	FlightSafety International
Gulfstream	G550/G450 Convertible	FlightSafety International	FlightSafety International
Honda Aircraft	HondaJet	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Gulfstream	G500/G600 Convertible	FlightSafety International	FlightSafety International
USA			
Atlanta, GA			
Textron Aviation	Beechcraft King Air 200	FlightSafety International	FlightSafety International
Textron Aviation	Citation II	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350 (Fusion cockpit)	FlightSafety International	FlightSafety International
Bombardier	Learjet 31A	FlightSafety International	FlightSafety International
Bombardier	Learjet 45	FlightSafety International	FlightSafety International
Bombardier	Learjet 60	FlightSafety International	FlightSafety International
Carlsbad, CA			
Textron Aviation	Citation CJ3	TRU	FlightSafety International
Textron Aviation	Citation CJ4	TRU	FlightSafety International
Columbus, OH			
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Textron Aviation	Citation X	FlightSafety International	FlightSafety International
Textron Aviation	Citation XLS	FlightSafety International	FlightSafety International
Textron Aviation	Citation Latitude	FlightSafety International	FlightSafety International
Textron Aviation	Citation Latitude	FlightSafety International	FlightSafety International
Textron Aviation	Citation Longitude	TRU	FlightSafety International
Embraer	Phenom 300	FlightSafety International	FlightSafety International
Bombardier	Global 6000	FlightSafety International	FlightSafety International
Bombardier	Challenger 350	FlightSafety International	FlightSafety International
Bombardier	Challenger 650	FlightSafety International	FlightSafety International
Embraer	Phenom 300	FlightSafety International	FlightSafety International
Bombardier	Challenger 350	FlightSafety International	FlightSafety International
Dallas, TX			
Bombardier	Global 5000/6000	CAE	CAE
Bombardier	Challenger 605/650	CAE	CAE
Bombardier	Challenger 300	CAE	CAE
Bombardier	Learjet 75	CAE	CAE
Bombardier	Global 7500	CAE	CAE
Bombardier	Challenger 601	CAE	CAE
Textron Aviation	Citation Excel	CAE	CAE
Textron Aviation	Citation Ultra/Bravo	CAE	CAE
Textron Aviation	Citation X	CAE	CAE

Census by aircraft and country

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Gulfstream	GIV	CAE	CAE
Gulfstream	GV	CAE	CAE
Bombardier	Global Express	CAE	CAE
Dassault	Falcon 50EX	CAE	CAE
Bombardier	Learjet 45	CAE	CAE
Bombardier	Learjet 31	CAE	CAE
Bombardier	Learjet 45	CAE	CAE
Bombardier	Learjet 60	CAE	CAE
Gulfstream	G450/550	CAE	CAE
Bombardier	Learjet 60 XR	CAE	CAE
Dassault	Falcon 900/2000	CAE	CAE
Bombardier	Challenger 604	CAE	CAE
Dassault	Falcon 900/900EX	L-3 Link	CAE
Textron Aviation	Citation I/II/SII	Singer-Link	CAE
Textron Aviation	Citation III/VI/VII	Singer-Link	CAE
Dassault	Falcon 50	Singer-Link	CAE
Gulfstream	GIII	Singer-Link	CAE
Bombardier	Learjet 35/36	Singer-Link	CAE
Bombardier	Challenger 350	TRU	CAE
Embraer	Phenom 100/300	TRU	CAE
Textron Aviation	Beechcraft King Air 400A	TRU	CAE
Dassault	Falcon 2000	TRU	CAE
Textron Aviation	Hawker 800 A/XP	TRU	CAE
Textron Aviation	Beechcraft King Air 200	TRU	CAE
Textron Aviation	Beechcraft King Air 350	TRU	CAE
Textron Aviation	Beechcraft King Air 400A	TRU	CAE
Embraer	Phenom 100/300	TRU	CAE
Embraer	Phenom 100	TRU	CAE
Embraer	Phenom 100/300	TRU	CAE
Textron Aviation	Beechcraft King Air 350	TRU	CAE
Textron Aviation	Beechcraft King Air 350	TRU	CAE
Bombardier	Legacy 650	TRU	CAE
Dallas-Ft Worth, TX			
Dassault	Falcon 2000	FlightSafety International	FlightSafety International
Dassault	Falcon 2000EX EASy	FlightSafety International	FlightSafety International
Dassault	Falcon 900EX	FlightSafety International	FlightSafety International
Gulfstream	G100	FlightSafety International	FlightSafety International
Gulfstream	G200	FlightSafety International	FlightSafety International
Gulfstream	G200	FlightSafety International	FlightSafety International
Gulfstream	G150	FlightSafety International	FlightSafety International
Gulfstream	GIII	FlightSafety International	FlightSafety International
Gulfstream	GIV	FlightSafety International	FlightSafety International
Gulfstream	G150	FlightSafety International	FlightSafety International
Gulfstream	G500/G600 Convertible	FlightSafety International	FlightSafety International
Dassault	Falcon 900LX	FlightSafety International	FlightSafety International
Dassault	Falcon 7X	FlightSafety International	FlightSafety International
Gulfstream	G280	FlightSafety International	FlightSafety International
Pilatus	PC-12NG	FlightSafety International	FlightSafety International
Gulfstream	G450/G550 Convertible	FlightSafety International	FlightSafety International
Pilatus	PC-12	FlightSafety International	FlightSafety International
Pilatus	PC-24	FlightSafety International	FlightSafety International
Gulfstream	G280	FlightSafety International	FlightSafety International
Embraer	Legacy 500	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Denver, CO			
Pilatus	PC-12NG	FlightSafety International	FlightSafety International
Greensboro, NC			
Honda Aircraft	HondaJet	FlightSafety International	HondaJet
Houston, TX			
Bombardier	Challenger 601	FlightSafety International	FlightSafety International
Dassault	Falcon 10	FlightSafety International	FlightSafety International
Dassault	Falcon 50	FlightSafety International	FlightSafety International
Long Beach, CA			
Gulfstream	G550	FlightSafety International	FlightSafety International
Gulfstream	GIV	FlightSafety International	FlightSafety International
Gulfstream	GIV	FlightSafety International	FlightSafety International
Gulfstream	GV	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Morristown, NJ			
Gulfstream	GIV	CAE	CAE
Dassault	Falcon 7X	CAE	CAE
Dassault	Falcon 900/2000 EASy	CAE	CAE
Gulfstream	G450/550	CAE	CAE
Textron Aviation	Hawker 800 XPI	CAE	CAE
Bombardier	Challenger 300	CAE	CAE
Gulfstream	G200	CAE	CAE
Textron Aviation	Citation CJ3	CAE	CAE
Textron Aviation	Citation Sovereign	CAE	CAE
Bombardier	Global Express	CAE	CAE
Textron Aviation	Beechcraft King Air 350	CAE	CAE
Textron Aviation	Hawker 800/1000	TRU	CAE
Nona, Orlando, FL			
Fairchild Dornier	Dornier 328 Jet	CAE	CAE
Embraer	Phenom 300	CAE	CAE
Bombardier	Challenger 350	CAE	CAE
Eclipse	Eclipse IFMS	TRU	CAE
Textron Aviation	Citation XLS	TRU	CAE
Orlando, FL			
Textron Aviation	Citation Bravo	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ2	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ3	FlightSafety International	FlightSafety International
Textron Aviation	Citation Encore	FlightSafety International	FlightSafety International
Textron Aviation	Citation Encore+	FlightSafety International	FlightSafety International
Textron Aviation	Citation Excel	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Textron Aviation	Citation X	FlightSafety International	FlightSafety International
Textron Aviation	Citation XLS	FlightSafety International	FlightSafety International
Textron Aviation	Citation Mustang	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ4	FlightSafety International	FlightSafety International
Textron Aviation	Citation XLS+	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air C-90B	FlightSafety International	SimCom
Textron Aviation	Beechcraft King Air 200	FlightSafety International	SimCom
Textron Aviation	Cessna 421	FlightSafety International	SimCom
Textron Aviation	Cessna 441	FlightSafety International	SimCom
Gulfstream	Aero Commander 1000	FlightSafety International	SimCom
Gulfstream	Aero Commander 690	FlightSafety International	SimCom
San Antonio, TX			
Textron Aviation	Citation CJ1	FlightSafety International	FlightSafety International

Census by aircraft and country

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Textron Aviation	Citation CJ2+	FlightSafety International	FlightSafety International
Textron Aviation	Citation Excel	FlightSafety International	FlightSafety International
Textron Aviation	Citation II	FlightSafety International	FlightSafety International
Textron Aviation	Citation III	FlightSafety International	FlightSafety International
Textron Aviation	Citation Ultra	FlightSafety International	FlightSafety International
Textron Aviation	Citation XLS+	FlightSafety International	FlightSafety International
Savannah, GA			
Gulfstream	G500	FlightSafety International	FlightSafety International
Gulfstream	G450	FlightSafety International	FlightSafety International
Gulfstream	G550	FlightSafety International	FlightSafety International
Gulfstream	G550	FlightSafety International	FlightSafety International
Gulfstream	GV	FlightSafety International	FlightSafety International
Gulfstream	G450/G550 Convertible	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Gulfstream	G500/G600 Convertible	FlightSafety International	FlightSafety International
Gulfstream	G280	FlightSafety International	FlightSafety International
Seattle, WA			
Gulfstream	GI	FlightSafety International	Pacific Northwest National Laboratory
Secaucus, NJ			
Textron Aviation	Beechcraft King Air 200	FlightSafety International	Port Logistics Group
St Louis, MO			
Embraer	Legacy 650	FlightSafety International	FlightSafety International
Embraer	Legacy 500	FlightSafety International	FlightSafety International
Stafford, VA			
Dassault	Falcon 20	FlightSafety International	Paramount Aviation Services
Tampa, FL			
Textron Aviation	Beechcraft King Air 360 Fusion	TRU	FlightSafety International
Textron Aviation	Citation Longitude	TRU	FlightSafety International
Textron Aviation	Citation XLS+	TRU	FlightSafety International
Textron Aviation	Citation Latitude	TRU	FlightSafety International
Textron Aviation	Citation CJ3	TRU	FlightSafety International
Textron Aviation	Beechcraft King Air 250/260/350 Fusion Convertible	TRU	FlightSafety International
Textron Aviation	Citation M2/Citation CJ3+ Convertible	TRU	FlightSafety International
Teterboro, NJ			
Dassault	Falcon 10	FlightSafety International	Dassault Falcon Jet
Dassault	Falcon 20	FlightSafety International	Dassault Falcon Jet
Dassault	Falcon 2000EX/900EX convertible	FlightSafety International	Dassault Falcon Jet
Dassault	Falcon 50	FlightSafety International	Dassault Falcon Jet
Dassault	Falcon 900	FlightSafety International	Dassault Falcon Jet
Dassault	Falcon 7X	FlightSafety International	Dassault Falcon Jet
Dassault	Falcon 2000 LXS	FlightSafety International	Dassault Falcon Jet
Dassault	Falcon 8X	FlightSafety International	Dassault Falcon Jet
Textron Aviation	Beechcraft King Air 350	FlightSafety International	FlightSafety International
Dassault	Falcon 2000EX EASy	FlightSafety International	FlightSafety International
Dassault	Falcon 50EX	FlightSafety International	FlightSafety International
Dassault	Falcon 900EX	FlightSafety International	FlightSafety International
Dassault	Falcon 900EX EASy	FlightSafety International	FlightSafety International
Dassault	Falcon 8X	FlightSafety International	FlightSafety International
Dassault	Falcon 2000LXS/900LX Convertible	FlightSafety International	FlightSafety International
Tucson, AZ			
Bombardier	Challenger 601	FlightSafety International	FlightSafety International
Bombardier	Challenger 604	FlightSafety International	FlightSafety International
Bombardier	Learjet 31A	FlightSafety International	FlightSafety International

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Bombardier	Learjet 35	FlightSafety International	FlightSafety International
Bombardier	Learjet 45	FlightSafety International	FlightSafety International
Bombardier	Learjet 55	FlightSafety International	FlightSafety International
Bombardier	Learjet 60	FlightSafety International	FlightSafety International
West Lafayette, IN			
Textron Aviation	Hawker 900XP	FlightSafety International	Purdue School of Aviation
West Palm Beach, FL			
Piaggio Aero	Avanti	FlightSafety International	FlightSafety International
Wichita, KS			
Textron Aviation	Citation CJ3	FlightSafety International	FlightSafety International
Textron Aviation	Citation Encore	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Textron Aviation	Citation X	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign+/X+ Convertible	FlightSafety International	FlightSafety International
Textron Aviation	Citation Latitude	FlightSafety International	FlightSafety International
Bombardier	Learjet 45 XR	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft Baron/ Beechcraft Bonanza	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft Baron/ Beechcraft Bonanza	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air C-90B	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air C-90GT	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 400A	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 400A	FlightSafety International	FlightSafety International
Textron Aviation	Citation M2/CJ3+ Convertible	FlightSafety International	FlightSafety International
Textron Aviation	Citation Excel	FlightSafety International	FlightSafety International
Textron Aviation	Citation Mustang	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 4000	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 800 XP	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 800 XP	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 900 XP	FlightSafety International	FlightSafety International
Textron Aviation	Premier I	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200/350 Convertible	FlightSafety International	FlightSafety International
Wilmington, DE			
Textron Aviation	Hawker 800 XP	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 850 XP	FlightSafety International	FlightSafety International
Bombardier	Global Express	FlightSafety International	FlightSafety International
Bombardier	Challenger 300	FlightSafety International	FlightSafety International
Bombardier	Challenger 604	FlightSafety International	FlightSafety International
Dassault	Falcon 2000	FlightSafety International	FlightSafety International
Dassault	Falcon 900	FlightSafety International	FlightSafety International
Gulfstream	G450	FlightSafety International	FlightSafety International
Gulfstream	G550	FlightSafety International	FlightSafety International
Gulfstream	GIV	FlightSafety International	FlightSafety International
Gulfstream	GV	FlightSafety International	FlightSafety International
Bombardier	Challenger 605	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Gulfstream	G280	FlightSafety International	FlightSafety International

INSTRUCTOR-LED TRAINING ONLINE

Learn on Your Schedule From Your Location

Trust online training developed and perfected to maximize and enhance the learning experience. Choose from scheduled, instructor-led recurrent ground school and maintenance training, always-available eLearning courses, or develop a custom course library to meet your specific needs.

BUILT OVER TIME
TRUST
EARNED EVERY DAY

www.flightsafety.com/online-training/ • +1 201.584.8262 • A Berkshire Hathaway company

FlightSafety international