

GUIDE TO BUSINESS AVIATION TRAINING AND SAFETY 2022



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Safety matters

Welcome to the second FlightGlobal Guide to Business Aviation Training and Safety, again produced in association with FlightSafety International, a leader in the sector that for more than 70 years has been championing the idea of training as being about much more than ticking regulatory boxes. Instead it is about embedding a culture of safety within each flight department, and instilling in pilots and maintenance specialists a mindset of professionalism and competence. Over the following pages, we look at some of the philosophies and technologies – from harnessing data to improve the way aviators are instructed to the importance of being understood in the cockpit – that will make business aviation even safer in the years to come. The publication also contains an updated directory of business aircraft simulator training centres.

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By pooling the real-life experiences of hundreds of pilots flying thousands of sorties each week, FlightSafety and GE Digital are able to identify where risks are highest, and tailor training accordingly



*Data makes
you safer*

The power of “big data” is transforming many aspects of aviation from allowing airlines to predict when components will need replacing to giving them tools to better understand their customer. It is also making flying safer, thanks to a partnership between FlightSafety and GE Digital. The initiative uses corporate flight operational quality assurance (C-FOQA) data – a form of flight data monitoring – to identify risks and adapt training accordingly.

Announced in October last year, the venture sees GE Digital provide real-world data-derived insights – all on an aggregated, anonymous basis – to FlightSafety, which uses them to tailor training programmes. With more than 300 operators of more than 1,200 aircraft contributing to the C-FOQA flight data library, GE Digital has an ever-growing inventory of intelligence on when and where pilots are most likely to encounter error inducing conditions, or where risk is highest, which it can pass onto FlightSafety for focus during training.

It means that data on the likes of approach stability, touch down point control, procedure compliance and runway safety can be collated and analysed. By understanding where the safety threats are greatest, FlightSafety puts together training procedures and scenarios that ensure pilots are prepared, says its executive vice-president of safety and regulatory compliance, Richard Meikle. These modules can be further fine-tuned for specific aircraft types or actual airports.

According to Meikle, the efforts to partner with GE Digital started in early 2021 with the goal of using C-FOQA data to design pilot training courses. “We approached GE Digital who are known as the industry leader in flight data analysis with the idea of obtaining access to their data,” he says. “But they said to us ‘Why don’t we form a partnership?’. It made sense to bring together two businesses each focused on their area of expertise – data and training.” So far, says Meikle, the “feedback from instructors and clients has been terrific”.

“We are experts at quality flight training, but didn’t have the data piece. GE is expert in delivering great analysis, but didn’t have a training delivery method to influence the data,” says Meikle, who says the “phenomenal partnership” fits with the FlightSafety philosophy that a prepared aviator is better than a proficient one. “It is more than a slogan,” he adds. “It is about ensuring pilots don’t just meet the requirements to be proficient. They need to be prepared for anything they might meet in the real world.”

Training focus

The first category of focus to be incorporated into the training, earlier this year, was runway excursion prevention. According to Airbus analysis, these accounted for one third of hull loss accidents across the whole of commercial and business aviation between 2001 and 2020.

During the first simulator training session, every pilot is shown a narrated presentation of C-FOQA derived data focusing on the influence of factors affecting touchdown point, including the effect of seasonality influences, along with airports with higher risk of runway excursion says Meikle.

Weather is crucial but the relationship with risk is rather counter-intuitive, as Meikle explains. “Everyone is on their game if the conditions are snowy and icy, and more relaxed when it is warm and higher ceilings,” he says. “But in

such conditions, the runway can be wet, and some of the data suggests that June to August are among the highest-risk months for runway excursions. When people understand this, they may consider opting for a longer landing.”

The GE data also identifies the top 10 runways for excursions. Several of these, such as runway 21L at Atlanta, GA Peachtree-DeKalb airport, have long, displaced thresholds that create visual ambiguity, says Meikle. GE Digital and FlightSafety are now working on devising specific procedures for a large list of airports that would include lateral and vertical guidance. Once approved by the US Federal Aviation Administration and other regulators they will be incorporated into the training syllabus.

Next phase

The next phase of the partnership will concentrate on training for loss of control in flight and controlled flight into terrain prevention, with scenarios based on actual incidents overlaying the regulatory requirements that all pilots already meet. “In some simulator scenarios you may have the pilot fly towards the terrain until they hear the [pull-up terrain] warnings to demonstrate functionality. But if you do that, it is not realistic – there is no startle factor,” explains Meikle.

“We are using data to drive us towards what is really causing the problems”

Richard Meikle, Executive vice-president of safety and regulatory compliance, FlightSafety International

To get around this shortcoming, GE Digital has been working through the data to find a procedure or airport that has a noticeably high prevalence of alerts. “We’ll use that particular procedure for training,” continues Meikle. That way we are teaching procedure, according to the regulations, but also showing the reality of an actual threat in the airspace system. It makes the training far more realistic.”

Meikle stresses the importance of the data from those 300 operators being anonymized. “They all contribute data into the pool, but we don’t see details of individual flights. One of the fears we knew we needed to manage when we started down this road was that of pilots being fearful of their individual performance being shared. With GE Digital being the aggregator and only sharing trend information, the concern is eliminated. But when you look at up to half a million dots on a graph, there is no way of picking out one particular operator or aircraft,” says Meikle.

For all its experience in training pilots to be safe, Meikle is humble enough to admit that FlightSafety does not have all the answers. “By offering this service, we are letting the data talk for us, rather than presuming we understand what the biggest threats are,” he says. “We are using data to drive us towards what is really causing the problems. If we can eliminate the potential of accidents with this partnership, we are achieving our objective of saving lives.” ▶

Virtual reality technology that allows students to view the inner workings of an engine using similar animation techniques to those used in the gaming industry is transforming the way engine maintenance is taught at FlightSafety

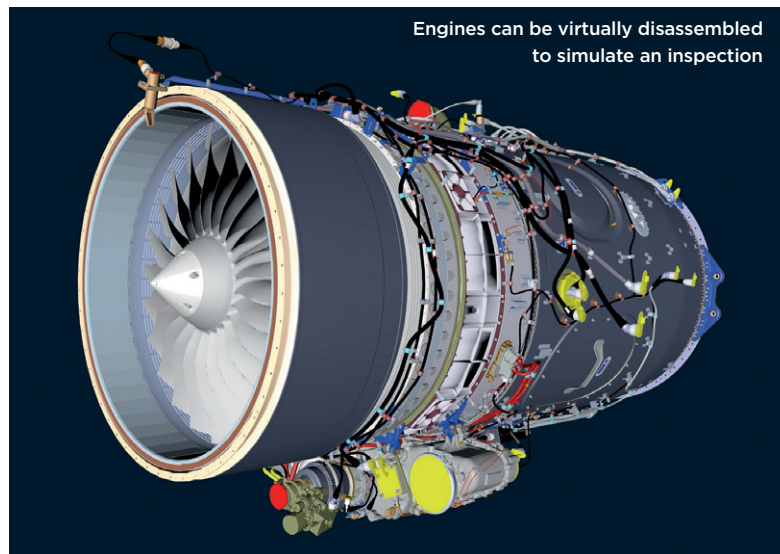
Under the skin

From Zoom meetings with customers to virtual medical appointments, Covid-19 work-from-home mandates accelerated the advance of a range of technologies that allowed us to communicate, learn and network with each other without being in the same room. Many will continue to prove important long after the virus is history. FlightSafety International's virtual engine trainer - developed for Pratt & Whitney Canada engine training - is without a doubt one of them.

The Raytheon Technologies company began partnering with FlightSafety International about a decade ago to expand the reach of its engine technical training programmes, to offer best in class customer training and convenience, leveraging FlightSafety's worldwide reputation.

This partnership evolved through excellent collaboration and resulted in this interactive virtual experience. While the pandemic was not the reason behind its roll out, the difficulty of getting students to training centres meant advantages of the virtual engine trainer became clear in 2020 and 2021. "It has been extremely useful during Covid," says DeWayne Dixon, regional director for maintenance training, FlightSafety. "It meant our clients had a real teaching aid in their living rooms, and weren't just looking at a PowerPoint slide."

P&WC has provided positive feedback on this supplemental way of offering hands-on instruction, which allows students to better understand how to identify internal



faults invisible to the eye. You can do lots of things with a real engine, but you can't insert damage like corrosion.

What is so different about the virtual engine trainer is that it allows instructors and students to really get under the skin of an engine, to view it at individual component level and understand how each part interacts. Engines can be virtually disassembled so units can



Students can view components from different angles using the virtual engine trainer tool

be “replaced”, while the virtual trainer also simulates an engine inspection during borescope training, where damage or defects can be synthetically introduced deep into the structure – something difficult to do on a real engine. Another advantage in using a virtual engine is when the inevitable product updates occur on a production or legacy engine model, those changes can be incorporated quickly into the virtual engine trainer tool.

The first virtual reality engine was designed at FlightSafety’s Montreal Learning Center in collaboration with the Dallas courseware design team in 2015. There are now 10 virtual engine trainers being used across the FlightSafety network, with another 13 coming in the next 18 months. Many are the popular PT6 variant, but there are also PW200, PW300 and PW800 series engines and soon to arrive PW210, PW100 and PW150 on the horizon.

The interaction is like a video game. The engine itself is set in a virtual workshop, and students click on a part to identify it and move it around. They can also view the engine from different angles or hone in on a particular area. The result is a degree of interactivity and fine detail that is impossible using a physical engine. “It complements what we do in the classroom, but there are situations where it is more effective than the actual asset,” says Dixon. Instructors love it because they can illustrate in real time what they are trying to explain, while it is clear students enjoy the technology because so many of them ask to stay on after the formal session to continue using it. “The feedback has been amazing,” he notes.

“It complements what we do in the classroom, but there are situations where it is more effective than the actual asset”

DeWayne Dixon, Regional director for maintenance training, FlightSafety

Virtual learning will never completely usurp hands-on training using a real engine, not least because regulatory authorities have requirements to use aircraft or engines as part of the practical training. “Even without that requirement, there are going to be times where a hard engine asset is required. It is about a good balance between virtual and hard assets,” says Dixon. “Ultimately, clients will dictate that balance.”

However, he believes the virtual trainer is a “game changer for students and for our instructors” with the ability to teach everything from basic introductions to the engine to very advanced technical courses. “It has helped bring training up to a new level,” he says. “It has really moved the needle for us and for our clients.”



Simulators will equip pilots for unexpected conditions

It is easy to come up with reasons not to pay for your flight crew to train on a simulator beyond the minimum required to be legal. After all, aside from the cost and time away from the job, what could be more useful for any pilot than building sharp-end experience in the cockpit of an actual aircraft?

However, rejecting simulation training from a professional organisation is, at best, a false economy and, at worst, risking your employees being unprepared for what could confront them in the skies, asserts Brian Moore, senior vice-president operations at FlightSafety International.

“You can do things in a simulator that you just can’t do safely training in an airplane,” he says. “You can simulate an electrical malfunction, fail buses or circuit breakers. You can actually go through all these scenarios and see

how the pilot reacts, making them much more prepared.”

The paradox of modern simulators is that, due to advances in visuals and kinetic technology, they can realistically create the sort of unexpected conditions in which a pilot might find themselves, with one big difference – unlike an aircraft, the device is bolted to the floor and cannot crash.

Well prepared

This means that pilots who have received extensive simulator training are usually much better equipped for anything that the job throws at them. “You are going through all these situations and learning how to deal with them,” says Moore. “You are prepared.”

He cites the example of inclement weather. “A training flight in an aircraft would probably not take off in

Why practise in a simulator when an aircraft provides a more realistic experience? Well, for a start, it does not. A training device can teach a pilot to prepare for a host of scenarios and ultimately become a safer aviator

The real deal



The debrief is an important part of the learning process

the worst conditions. But that is when pilots get really stressed in the real world, even when something relatively minor goes wrong,” he says.

“In a simulator, we can put the pilot in bad weather, at night and with ATC [air traffic control] barking at them. Then we can throw in a small malfunction to see how they cope with that with everything else going on.”

The idea is not to stretch the pilot’s nerves to breaking point, but to assess their response under pressure. “A lot of the learning comes in the debrief. Did they rise to the challenge or get stressed?” says Moore. “Questioning what went well and what could have gone better leads them to self-discovery.”

Another objection often made to simulator training is cost, but “this often catches folk by surprise”, suggests Moore. “When you look at all the indirect costs of

training in an aircraft, when you really put pen to paper, you realise the cost might be close to equal or even more,” he says.

Using a business or private aircraft for training pilots is also not putting an expensive asset to its best use, argues Moore. “Most people didn’t buy their aircraft to train pilots in. It was bought as a business tool, to move people or cargo from place to place.”

However, there is a more fundamental issue when it comes to the price of simulator time. “People might think training is costly, but so are mishaps,” he says. “If training keeps you out of trouble that certainly saves a lot of cost to the business.”

Moore accepts that convincing aircraft owners of the value of simulator training can be harder in certain parts of the world. “In North America, the concept has been around a long time, and there is broad acceptance. Europe is the same,” he says.

“However, when you start branching out to newer markets there is sometimes less familiarity and understanding of the value proposition, and our teams have to work harder and have these conversations when cost is a big driver and there are issues of having pilots away for long periods.”

In these instances, it is not just FlightSafety representatives doing the persuading, however. “Word of mouth becomes vital,” he says. “A lot of people we have trained really see the value of it. Customers become our best ambassadors.”

Ultimately, FlightSafety’s mission is to change the mind-set. “Training is not just about making a pilot proficient,” says Moore. “We want better than that. We want pilots to be prepared, who can rise to whatever occasion presents itself and get the aircraft onto the ground safely.”

Training, he concludes, should not just be “regulatory-based with some safety aspects sprinkled in”. Instead, the emphasis should always be on “safety-based training that happens to meet the regulations”. ▀

It's good to talk. Knowing when and how to communicate is an often overlooked skill for business aviation pilots. Specialist training will make for a more prepared, and ultimately safer crew member

Captain speaking

The ability to communicate well - both with colleagues and the customer in the cabin - is one of the most vital soft skills in a business aviation pilot's toolkit. It is arguably as essential as technical cockpit or maintenance technician knowledge. Yet instruction in communicating clearly and effectively is often overlooked or undervalued when it comes to devising training paths for flight crew, argues Richard Meikle, executive vice-president, safety and regulatory compliance at FlightSafety International.

Unlike its commercial cousin, business aviation involves a special relationship between those in the front and back of the aircraft, who generally either own the asset and employ the crew directly, or are chartering the aircraft and crew to fly them where and when they want. Routing decisions often have to be made, and changed, at short notice. This, says Meikle, can make communication with clients - and the timing and manner of that communication - critical.

While "This is your captain speaking" can be a reassuring phrase for passengers, most users of business aviation do not want to be in constant conversation with the cockpit. Most would prefer to relax or work and let the crew do the job of getting them from A to B in comfort and convenience. But there are times when pilots have to know when to interact with those they are transporting, beyond the standard safety announcements and pleasantries.

"There's the instance where an extra passenger shows up unannounced," says Meikle. "It might not seem a lot to have that extra 190 lbs on board, but if the plane is already at the extreme of its range, the crew have to make that tactical decision about whether there will be sufficient climb performance to get over obstacles near the airport if an engine fails on take-off." The captain has to explain his or her decision in a straightforward way to the client, he adds.

Discussion points

Another discussion proficient business aviation pilots engage with the lead passenger on before the aircraft takes off is their preference for alternate airports. The

Learning to communicate effectively is a key part of training



information is unlikely to be required, but if it is, it is better to have it in advance. “If the weather degrades enroute, there will inevitably be a lot going on in the cockpit following an instrument approach,” says Meikle. “Trying to have this crucial conversation mid-flight with a passenger to coordinate a landing somewhere else is potentially very distracting.”

When much of commercial aviation shut down early in the pandemic, business aviation boomed, with hundreds of executive travellers turning to the sector for the first time. These converts were often not familiar with the operational decisions pilots have to make. “A first-time flyer doesn’t always understand that even with all the flexibility inherent in business aviation, there is still a lot of planning involved,” says Meikle.

Straight talking

Communicating diplomatically but firmly with these passengers – who might not know that an aircraft performs differently in hot and high conditions, or on a wet runway – becomes an important skill for crew, asserts Meikle. “It’s okay to say no when safety margins are inadequate, and pilots have to know when to say no,” he says. “A well-trained pilot will understand the difference between what they are allowed to do and what they should do. Safety has to be the final arbiter.”

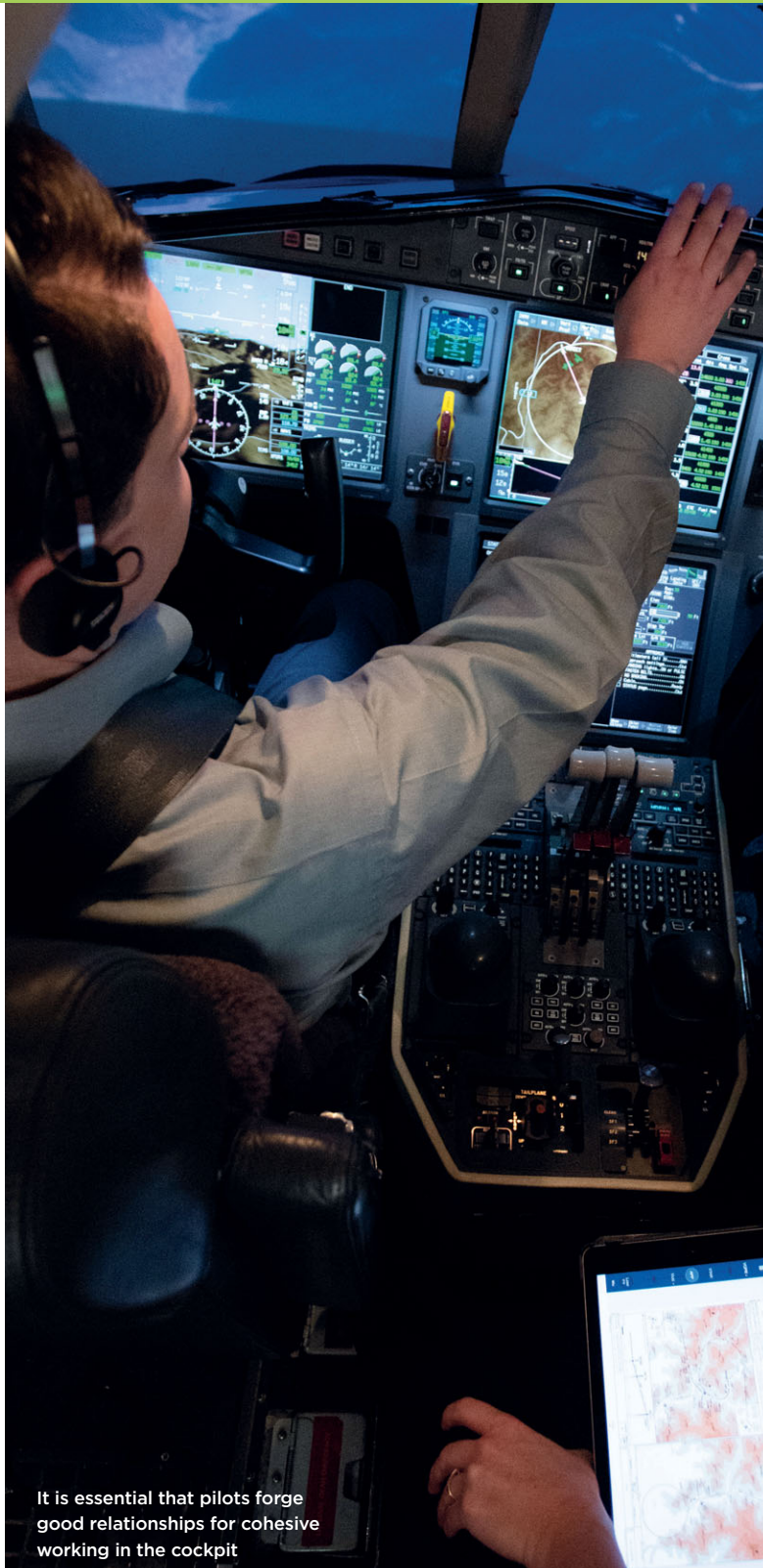
Unambiguous communication between pilots is also critical – misunderstood commands and a failure of aircraft commanders to register or heed advice or warnings from co-pilots have been cited as factors in countless accidents and incidents over the years. The start of the pandemic saw experienced pilots taking voluntary retirement, leaving business aviation operators with depleted crew rooms and having to search hard for replacements.

Business aviation involves a special relationship between those in the front and back of the aircraft

With so many new pilots coming into the sector, it is important for employers to establish good relationships among colleagues and forge strong corporate safety cultures. Training crews to work as a team is more important than ever, says Meikle. “Our advice is always to send your pilots to train together so they build that cohesiveness,” he says. “It’s not always just about actual communication, but listening for subtle indicators, and to have that two-way communication process.”

Because of the relatively good safety record of business aviation in recent years, many assume safety is a given, but it is not, insists Meikle. Measuring safety simply by counting the number of accidents is the “wrong metric”, he insists. Safety is the combination of many things, and they mostly centre around technical preparedness and effective communication to ensure a coordinated, safe execution of the flight.

Rarely in a serious incident or accident have pilots been found to lack the legal qualifications to fly the aircraft. “That is why it is so important not just to be compliant, but to be prepared,” he says. “And the best way to manage risk is through training, knowledge and soft skills.” ▶



It is essential that pilots forge good relationships for cohesive working in the cockpit



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

Census by aircraft manufacturer

Boeing

B737-800 BBJ

Middle East

UAE, Dubai: CAE

Simulator: CAE

Bombardier

Challenger 300

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

Challenger 350

North America

Canada, Montreal, QC: CAE

Simulator: CAE

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

Number: 2

USA, Dallas, TX: CAE

Simulator: NLX

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

UK, Burgess Hill, W Sussex: 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 604/605

Middle East

UAE, Dubai: CAE

Simulator: CAE

Challenger 605

North America

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International

Challenger 605/650

North America

USA, Dallas, TX: CAE

Simulator: CAE

Canada, Montreal, QC: CAE

Simulator: CAE

Challenger 650

North America

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

ERJ145

North America

USA, Dallas, TX: CAE

Simulator: CAE

Global 6000

North America

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

Global 7500

Middle East

UAE, Dubai: CAE

Simulator: CAE

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

Global Vision 5000/6000

Europe

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

Number: 2

Middle East

UAE, Dubai: CAE

Simulator: CAE

North America

USA, Dallas, TX: CAE

Simulator: CAE

Census by aircraft manufacturer

Global Vision 6000/6500

North America

Canada, Montreal, QC: 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 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 45 XR

North America

USA, Wichita, KS: 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

Dassault

Falcon 10

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Houston, TX: FlightSafety International

Simulator: FlightSafety International

Falcon 20

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

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, TX: FlightSafety International

Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: NLX

Falcon 2000 LXS

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

Falcon 2000EX EASy

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 2000EX EASy/900EX EASy convertible

North America

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 2000EX/900EX EASy

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

Falcon 50

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

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

Middle East

UAE, Dubai: CAE

Simulator: CAE

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

USA, Morristown, NJ: CAE

Simulator: CAE

Falcon 8X

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 900

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International

Falcon 900/900EX

North America

USA, Dallas, TX: CAE

Simulator: CAE

Falcon 900EX

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 900EX EASy

North America

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 900EX/2000EX EASy

Europe

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

Middle East

UAE, Dubai: CAE

Simulator: CAE

North America

USA, Dallas, TX: CAE

Simulator: CAE

USA, Morristown, NJ: CAE

Simulator: CAE



FlightSafety has Falcon 7X simulators in France and the USA

Falcon 900LX

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

Embraer

Legacy 500

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

USA, St Louis, MO: FlightSafety International

Simulator: FlightSafety International

Legacy 600

Middle East

UAE, Dubai: CAE

Simulator: CAE

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: CAE

Census by aircraft manufacturer

Phenom 100/300

Europe

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

North America

USA, Dallas, TX: CAE

Simulator: CAE

Number: 3

South America

Brazil, Sao Paulo: CAE

Simulator: CAE

Phenom 300

North America

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

Number: 2

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, TX: FlightSafety International

Simulator: FlightSafety International

G150

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

G200

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

Number: 2

USA, Morristown, NJ: CAE

Simulator: CAE

G280

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

Number: 2

USA, Savannah, GA: FlightSafety International

Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International



FlightSafety operates four G280 simulators

G450

| |
|---|
| North America |
| USA, Savannah, GA: FlightSafety International Simulator: FlightSafety International |
| USA, Wilmington, DE: FlightSafety International Simulator: FlightSafety International |

G450/G550

| |
|--|
| Asia-Pacific |
| China, Shanghai: CAE Simulator: CAE |
| Europe |
| UK, Burgess Hill, W Sussex: CAE Simulator: CAE |
| North America |
| USA, Dallas, TX: CAE Simulator: CAE |
| USA, Morristown, NJ: CAE Simulator: CAE |

G450/G550 Convertible

| |
|---|
| Europe |
| UK, Farnborough: FlightSafety International Simulator: FlightSafety International |
| North America |
| USA, Dallas, TX: FlightSafety International Simulator: FlightSafety International |
| 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, TX: FlightSafety International Simulator: FlightSafety International |
| USA, Savannah, GA: FlightSafety International Simulator: FlightSafety International |

G550

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| North America |
| USA, Long Beach, CA: FlightSafety International Simulator: FlightSafety International |
| USA, Savannah, GA: FlightSafety International Simulator: FlightSafety International <i>Number: 2</i> |
| USA, Wilmington, DE: FlightSafety International Simulator: FlightSafety International |

G650

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| Europe |
| UK, Farnborough: FlightSafety International Simulator: FlightSafety International |

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| UK, Burgess Hill, W Sussex: CAE Simulator: CAE |
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| Middle East |
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| UAE, Dubai: CAE Simulator: CAE |
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| North America |
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| USA, Dallas, TX: FlightSafety International Simulator: FlightSafety International |
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| USA, Long Beach, CA: FlightSafety International Simulator: FlightSafety International |
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| USA, Savannah, GA: FlightSafety International Simulator: FlightSafety International <i>Number: 2</i> |
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| USA, Wilmington, DE: FlightSafety International Simulator: FlightSafety International |
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G1

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| North America |
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| USA, Seattle, WA: Pacific Northwest National Laboratory Simulator: FlightSafety International |
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G11

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| North America |
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| USA, Dallas, TX: FlightSafety International Simulator: FlightSafety International |
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G1V

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| Middle East |
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| UAE, Dubai: CAE Simulator: CAE |
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| North America |
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| USA, Dallas, TX: FlightSafety International Simulator: FlightSafety International |
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| USA, Long Beach, CA: FlightSafety International Simulator: FlightSafety International |
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| <i>Number: 2</i> |
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| USA, Wilmington, DE: FlightSafety International Simulator: FlightSafety International |
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| USA, Dallas, TX: CAE Simulator: CAE |
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| USA, Morristown, NJ: CAE Simulator: CAE |
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GV

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| North America |
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| USA, Long Beach, CA: FlightSafety International Simulator: FlightSafety International |
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| USA, Wilmington, DE: FlightSafety International Simulator: FlightSafety International |
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| USA, Dallas, TX: CAE Simulator: CAE |
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| GV/G550 |
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| Middle East |
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| UAE, Dubai: CAE Simulator: CAE |
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Census by aircraft manufacturer

Honda Aircraft

HondaJet

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

North America

USA, Greensboro, NC: FlightSafety International

Simulator: FlightSafety International

Number: 2

Nextant Aerospace

Nextant 400XT

North America

USA, Orlando, FL: CAE

Simulator: CAE

Piaggio Aero

Avanti II

North America

USA, West Palm Beach, FL: FlightSafety International

Simulator: FlightSafety International

Pilatus

PC-12

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

PC-12NG

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

USA, Denver, CO: FlightSafety International

Simulator: FlightSafety International

PC-24

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

North America

USA, Dallas, TX: FlightSafety International

Simulator: FlightSafety International

Textron Aviation

Beechcraft King Air 200

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: Singer-Link

USA, Secaucus, NJ: Port Logistics Group

Simulator: FlightSafety International

USA, Orlando, FL: SimCom

Simulator: FlightSafety International

Beechcraft King Air 200 G1000

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Beechcraft King Air 200 GT

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Beechcraft King Air 200/350 G1000 Convertible

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Beechcraft King Air 250/350 Fusion Convertible

North America

USA, Tampa, FL: FlightSafety International

Simulator: TRU

Beechcraft King Air 250/260/350 Fusion Convertible

North America

USA, Tampa, FL: FlightSafety International

Simulator: TRU

Beechcraft King Air 350

Middle East

UAE, Abu Dhabi: CAE

Simulator: CAE

North America

USA, Dallas, TX: CAE

Simulator: CAE

Number: 2

USA, Morristown, NJ: CAE

Simulator: CAE

Beechcraft King Air 350 (convertible Pro Line 21/Fusion cockpit)

North America

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Beechcraft King Air 350 (EFIS 85B)

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Beechcraft King Air 350 (Fusion cockpit)

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International

Beechcraft King Air 350 (Pro Line 21)

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Number: 2



FlightSafety offers training on the various models of the King Air family at multiple centres across the USA

Beechcraft King Air 360 Fusion

North America
USA, Tampa, FL: FlightSafety International
 Simulator: TRU

Beechcraft King Air C-90B

North America
USA, Wichita, KS: FlightSafety International
 Simulator: FlightSafety International
USA, Orlando, FL: SimCom
 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

Beechjet 400A

North America
USA, Dallas, TX: CAE
 Simulator: NLX
USA, Orlando, FL: CAE
 Simulator: Simcom
USA, Wichita, KS: FlightSafety International
 Simulator: FlightSafety International
 Number: 2

Caravan

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

Caravan G1000

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

Caravan G600

North America
USA, Wichita, KS: FlightSafety International
 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, Long Beach, CA: FlightSafety International
 Simulator: TRU

USA, Orlando, FL: FlightSafety International

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

Citation CJ3+

North America
USA, Tampa, FL: FlightSafety International
 Simulator: TRU

Citation CJ4

North America
USA, Long Beach, CA: FlightSafety International
 Simulator: TRU
USA, Orlando, FL: FlightSafety International
 Simulator: FlightSafety International

Citation Encore

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

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Citation Encore+

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

Census by aircraft manufacturer

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, Dallas, TX: CAE

Simulator: CAE

Citation Excel G5000

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

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 III/VI/VII

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 Longitude

North America

USA, Columbus, OH: FlightSafety International

Simulator: TRU

USA, Tampa, FL: FlightSafety International

Simulator: TRU

Citation M2/CJ3+ Convertible

North America

USA, Tampa, FL: FlightSafety International

Simulator: TRU

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

FlightSafety's Citation M2 simulators can be found in Tampa and Wichita



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, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

USA, Morristown, NJ: CAE

Simulator: CAE

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

USA, Orlando, FL: CAE

Simulator: Simcom

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, Orlando, FL: CAE

Simulator: Axis

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

USA, Dallas, TX: CAE

Simulator: CAE

Hawker 400XP

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

Hawker 4000

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Hawker 800

North America

USA, Orlando, FL: CAE

Simulator: Simcom

Hawker 800XP Honeywell

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International

Hawker 800XP Pro Line 21

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Hawker 800/1000

North America

USA, Morristown, NJ: CAE

Simulator: Reflectone

Hawker 800/800XP

Middle East

UAE, Dubai: CAE

Simulator: CAE

Hawker 800A/XP

North America

USA, Dallas, TX: CAE

Simulator: CAE

Hawker 800XPi

Middle East

UAE, Dubai: CAE

Simulator: CAE

North America

USA, Morristown, NJ: 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

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 | Embraer CAE Training Services |
| CANADA | | | |
| Montreal, QC | | | |
| Bombardier | Challenger 350 | CAE | CAE |
| Bombardier | Challenger 605/650 | CAE | CAE |
| Bombardier | Global 7500 | CAE | CAE |
| Bombardier | Global Express XRS | CAE | CAE |
| Bombardier | Global Vision 6000/6500 | CAE | CAE |
| CHINA | | | |
| Shanghai | | | |
| Gulfstream | G450/G550 | CAE | CAE |
| Tianjin | | | |
| Textron Aviation | Beechcraft King Air C-90GTx | FlightSafety International | Jeppesen International Flight College |
| FRANCE | | | |
| Le Bourget, Paris | | | |
| Dassault | Falcon 10 | FlightSafety International | FlightSafety International |
| Dassault | Falcon 20 | FlightSafety International | FlightSafety International |
| Dassault | Falcon 2000 | FlightSafety International | FlightSafety International |
| Dassault | Falcon 2000 LXS | FlightSafety International | FlightSafety International |
| Dassault | Falcon 2000EX/900EX EASy | FlightSafety International | FlightSafety International |
| Dassault | Falcon 50 | FlightSafety International | FlightSafety International |
| Dassault | Falcon 7X | FlightSafety International | FlightSafety International |
| Dassault | Falcon 8X | FlightSafety International | FlightSafety International |
| Dassault | Falcon 900 | FlightSafety International | FlightSafety International |
| Embraer | Legacy 650 | FlightSafety International | FlightSafety International |
| Pilatus | PC-24 | FlightSafety International | FlightSafety International |
| UAE | | | |
| Abu Dhabi | | | |
| Embraer | Legacy 600 | CAE | CAE Abu Dhabi JV |
| Textron Aviation | King Air 350 | CAE | CAE Abu Dhabi JV |
| Dubai | | | |
| Boeing | B737-800 BBJ | CAE | Emirates-CAE Flight Training |
| Bombardier | Challenger 604/605 | CAE | Emirates-CAE Flight Training |
| Bombardier | Global 7500 | CAE | Emirates-CAE Flight Training |
| Bombardier | Global Express | CAE | Emirates-CAE Flight Training |
| Bombardier | Global Vision 5000/6000 | CAE | Emirates-CAE Flight Training |
| Dassault | Falcon 7X | CAE | Emirates-CAE Flight Training |
| Dassault | Falcon 900EX/2000EX EASy | CAE | Emirates-CAE Flight Training |
| Gulfstream | G650 | CAE | Emirates-CAE Flight Training |
| Gulfstream | GIV | CAE | Emirates-CAE Flight Training |
| Gulfstream | GV/G550 | CAE | Emirates-CAE Flight Training |
| Textron Aviation | Hawker 800/800XP | CAE | Emirates-CAE Flight Training |
| Textron Aviation | Hawker 800XPi | CAE | Emirates-CAE Flight Training |
| UK | | | |
| Burgess Hill, W Sussex | | | |
| Bombardier | Challenger 300 | CAE | CAE |
| Bombardier | Challenger 604 | CAE | CAE |
| Bombardier | Global Express | CAE | CAE |
| Bombardier | Global Vision 5000/6000 | CAE | CAE |
| Bombardier | Global Vision 5000/6000 | CAE | CAE |
| Bombardier | Learjet 40/40XR/45/45XR | CAE | CAE |
| Dassault | Falcon 7X | CAE | CAE |
| Dassault | Falcon 900EX/2000EX EASy | CAE | CAE |
| Embraer | Phenom 100/300 | CAE | CAE |
| Gulfstream | G450/G550 | CAE | CAE |
| Gulfstream | G650 | CAE | CAE |
| Textron Aviation | Citation II | CAE | CAE |
| Textron Aviation | Citation XLS | CAE | CAE |



FlightSafety operates
three HondaJet simulators

| Aircraft manufacturer | Aircraft type | Simulator manufacturer | Operator of training centre |
|-----------------------|--|----------------------------|-----------------------------|
| Farnborough | | | |
| Gulfstream | G450/G550 Convertible | FlightSafety International | FlightSafety International |
| Gulfstream | G500/G600 Convertible | FlightSafety International | FlightSafety International |
| Gulfstream | G650 | FlightSafety International | FlightSafety International |
| Honda Aircraft | HondaJet | FlightSafety International | FlightSafety International |
| 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 | Citation Latitude | TRU | FlightSafety International |
| Textron Aviation | Citation Mustang | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Sovereign | FlightSafety International | FlightSafety International |
| Textron Aviation | Hawker 400 XP | FlightSafety International | FlightSafety International |
| Textron Aviation | Hawker 850 XP | FlightSafety International | FlightSafety International |
| USA | | | |
| Atlanta, GA | | | |
| Bombardier | Learjet 31A | FlightSafety International | FlightSafety International |
| Bombardier | Learjet 45 | FlightSafety International | FlightSafety International |
| Bombardier | Learjet 60 | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 200 | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 350 (Fusion cockpit) | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 350 (Pro Line 21) | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation II | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Sovereign | FlightSafety International | FlightSafety International |
| Columbus, OH | | | |
| Bombardier | Challenger 350 | FlightSafety International | FlightSafety International |
| Bombardier | Challenger 350 | FlightSafety International | FlightSafety International |
| Bombardier | Challenger 650 | FlightSafety International | FlightSafety International |
| Bombardier | Global 6000 | FlightSafety International | FlightSafety International |
| Embraer | Phenom 300 | FlightSafety International | FlightSafety International |
| Embraer | Phenom 300 | 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 |
| Textron Aviation | Citation Sovereign | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation X | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation XLS | FlightSafety International | FlightSafety International |

Census by aircraft and country

| Aircraft manufacturer | Aircraft type | Simulator manufacturer | Operator of training centre |
|-----------------------|--------------------------|----------------------------|-------------------------------|
| Dallas, TX | | | |
| Bombardier | Challenger 300 | CAE | CAE |
| Bombardier | Challenger 350 | NLX | CAE |
| Bombardier | Challenger 601 | CAE | CAE |
| Bombardier | Challenger 604 | CAE | CAE |
| Bombardier | Challenger 605/650 | CAE | CAE |
| Bombardier | ERJ145 | CAE | CAE |
| Bombardier | Global 7500 | CAE | CAE |
| Bombardier | Global Express | CAE | CAE |
| Bombardier | Global Vision 5000/6000 | CAE | CAE |
| Bombardier | Learjet 45 | CAE | CAE |
| Bombardier | Learjet 45 | CAE | CAE |
| Bombardier | Learjet 60 | CAE | CAE |
| Bombardier | Learjet 60XR | CAE | CAE |
| Bombardier | Learjet 75 | CAE | CAE |
| Dassault | Falcon 2000 | FlightSafety International | FlightSafety International |
| Dassault | Falcon 2000 | NLX | CAE |
| Dassault | Falcon 2000EX EASy | FlightSafety International | FlightSafety International |
| Dassault | Falcon 50 | Singer-Link | CAE |
| Dassault | Falcon 50EX | CAE | CAE |
| Dassault | Falcon 7X | FlightSafety International | FlightSafety International |
| Dassault | Falcon 900EX | FlightSafety International | FlightSafety International |
| Dassault | Falcon 900LX | FlightSafety International | FlightSafety International |
| Dassault | Falcon 900/900EX | CAE | CAE |
| Dassault | Falcon 900EX/2000EX EASy | CAE | CAE |
| Embraer | ERJ145 | CAE | CAE |
| Embraer | Legacy 500 | FlightSafety International | FlightSafety International |
| Embraer | Phenom 100 | CAE | Embraer CAE Training Services |
| Embraer | Phenom 100/300 | CAE | Embraer CAE Training Services |
| Embraer | Phenom 100/300 | CAE | Embraer CAE Training Services |
| Embraer | Phenom 100/300 | CAE | Embraer CAE Training Services |
| Gulfstream | G100 | FlightSafety International | FlightSafety International |
| Gulfstream | G150 | FlightSafety International | FlightSafety International |
| Gulfstream | G200 | FlightSafety International | FlightSafety International |
| Gulfstream | G200 | FlightSafety International | FlightSafety International |
| Gulfstream | G280 | FlightSafety International | FlightSafety International |
| Gulfstream | G280 | FlightSafety International | FlightSafety International |
| Gulfstream | G450/G550 Convertible | FlightSafety International | FlightSafety International |
| Gulfstream | G450/G550 | CAE | CAE |
| Gulfstream | G500/G600 Convertible | FlightSafety International | FlightSafety International |
| Gulfstream | G650 | FlightSafety International | FlightSafety International |
| Gulfstream | GIII | FlightSafety International | FlightSafety International |
| Gulfstream | GIV | FlightSafety International | FlightSafety International |
| Gulfstream | GIV | CAE | CAE |
| Gulfstream | GV | CAE | CAE |
| Pilatus | PC-12 | FlightSafety International | FlightSafety International |
| Pilatus | PC-12NG | FlightSafety International | FlightSafety International |
| Pilatus | PC-24 | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechjet 400A | NLX | CAE |
| Textron Aviation | Citation Excel | CAE | CAE |
| Textron Aviation | Citation III/VI/VII | Singer-Link | CAE |
| Textron Aviation | Citation Ultra/Bravo | CAE | CAE |
| Textron Aviation | Citation X | CAE | CAE |
| Textron Aviation | Citation XLS+ | CAE | CAE |
| Textron Aviation | Hawker 800A/XP | CAE | CAE |
| Textron Aviation | King Air 200 | Singer-Link | CAE |
| Textron Aviation | King Air 350 | CAE | CAE |
| Textron Aviation | King Air 350 | CAE | CAE |
| Denver, CO | | | |
| Pilatus | PC-12NG | FlightSafety International | FlightSafety International |

| Aircraft manufacturer | Aircraft type | Simulator manufacturer | Operator of training centre |
|------------------------|---------------------------|----------------------------|-----------------------------|
| Greensboro, NC | | | |
| Honda Aircraft | HondaJet | FlightSafety International | FlightSafety International |
| Honda Aircraft | HondaJet | FlightSafety International | FlightSafety International |
| 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 | G650 | FlightSafety International | FlightSafety International |
| Gulfstream | GIV | FlightSafety International | FlightSafety International |
| Gulfstream | GIV | FlightSafety International | FlightSafety International |
| Gulfstream | GV | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation CJ3 | TRU | FlightSafety International |
| Textron Aviation | Citation CJ4 | TRU | FlightSafety International |
| Morristown, NJ | | | |
| Bombardier | Challenger 300 | CAE | CAE |
| Bombardier | Global Express | CAE | CAE |
| Dassault | Falcon 7X | CAE | CAE |
| Dassault | Falcon 900EX/2000EX EASy | CAE | CAE |
| Gulfstream | G200 | CAE | CAE |
| Gulfstream | G450/G550 | CAE | CAE |
| Gulfstream | GIV | CAE | CAE |
| Textron Aviation | Citation Sovereign | CAE | CAE |
| Textron Aviation | Hawker 800/1000 | Reflectone | CAE |
| Textron Aviation | Hawker 800XPi | CAE | CAE |
| Textron Aviation | King Air 350 | CAE | CAE |
| Orlando, FL | | | |
| Gulfstream | Aero Commander 1000 | FlightSafety International | SimCom |
| Gulfstream | Aero Commander 690 | FlightSafety International | SimCom |
| Nextant Aerospace | Nextant 400XT | CAE | CAE |
| Textron Aviation | Beechjet 400A | Simcom | CAE |
| Textron Aviation | Beechcraft King Air 200 | FlightSafety International | SimCom |
| Textron Aviation | Beechcraft King Air C-90B | FlightSafety International | SimCom |
| Textron Aviation | Cessna 441 | FlightSafety International | SimCom |
| 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 CJ4 | 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 Mustang | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Sovereign | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Ultra | Simcom | CAE |
| Textron Aviation | Citation X | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation XLS | Axis | CAE |
| Textron Aviation | Citation XLS | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation XLS+ | FlightSafety International | FlightSafety International |
| Textron Aviation | Hawker 800 | Simcom | CAE |
| San Antonio, TX | | | |
| Textron Aviation | Citation CJ1 | FlightSafety International | FlightSafety International |
| 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 |

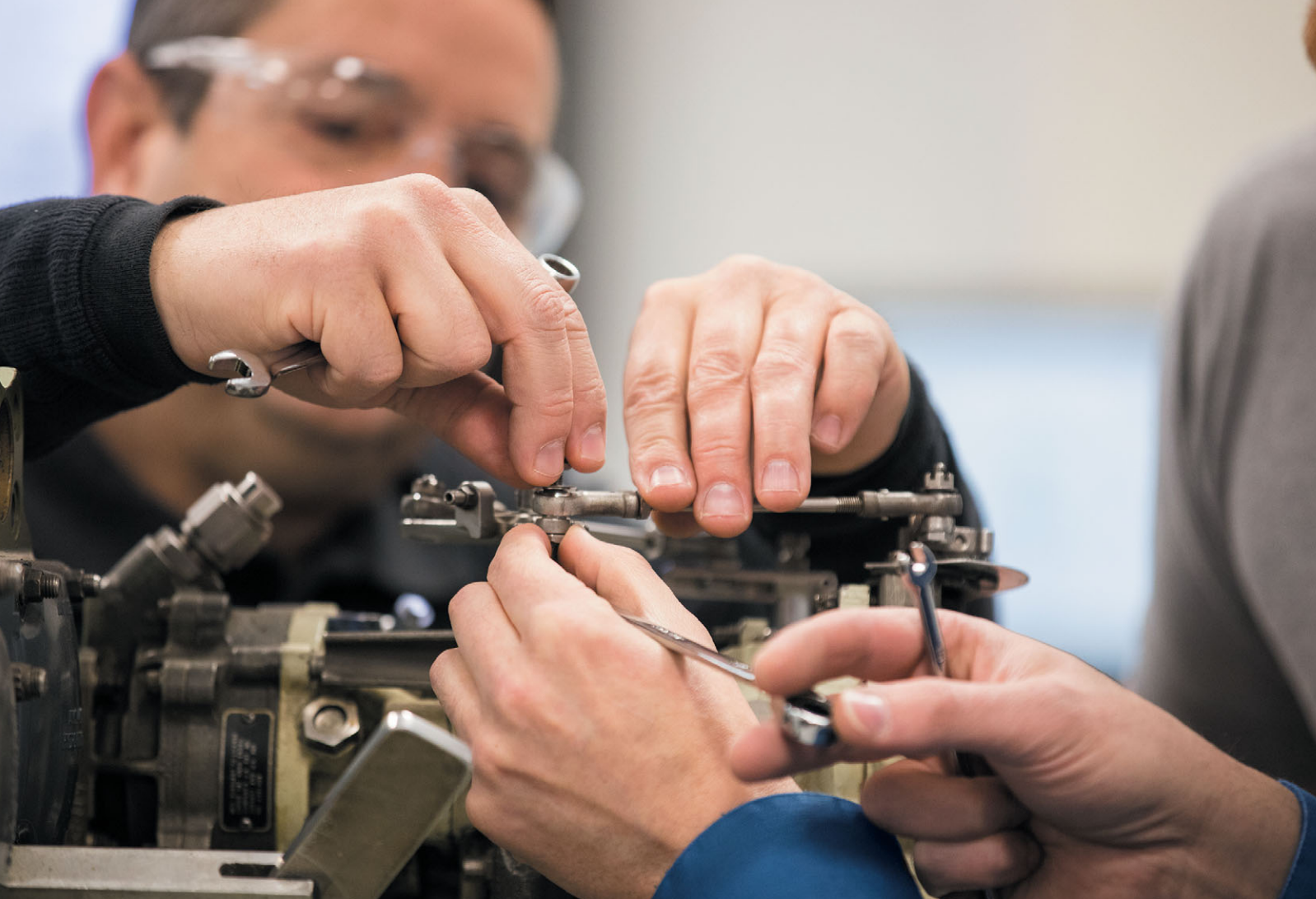
Census by aircraft and country

| Aircraft manufacturer | Aircraft type | Simulator manufacturer | Operator of training centre |
|-----------------------|--|----------------------------|---------------------------------------|
| Savannah, GA | | | |
| Gulfstream | G280 | FlightSafety International | FlightSafety International |
| Gulfstream | G450 | FlightSafety International | FlightSafety International |
| Gulfstream | G450/G550 Convertible | FlightSafety International | FlightSafety International |
| Gulfstream | G500 | FlightSafety International | FlightSafety International |
| Gulfstream | G500/G600 Convertible | FlightSafety International | FlightSafety International |
| Gulfstream | G550 | FlightSafety International | FlightSafety International |
| Gulfstream | G550 | FlightSafety International | FlightSafety International |
| Gulfstream | G650 | FlightSafety International | FlightSafety International |
| Gulfstream | G650 | FlightSafety International | FlightSafety International |
| Seattle, WA | | | |
| Gulfstream | G1 | FlightSafety International | Pacific Northwest National Laboratory |
| Secaucus, NJ | | | |
| Textron Aviation | Beechcraft King Air 200 | FlightSafety International | Port Logistics Group |
| St Louis, MO | | | |
| Embraer | Legacy 500 | FlightSafety International | FlightSafety International |
| Embraer | Legacy 650 | FlightSafety International | FlightSafety International |
| Stafford, VA | | | |
| Dassault | Falcon 20 | FlightSafety International | Paramount Aviation Services |
| Tampa, FL | | | |
| Textron Aviation | Beechcraft King Air 250/260/350 Fusion Convertible | TRU | FlightSafety International |
| Textron Aviation | Beechcraft King Air 360 Fusion | TRU | FlightSafety International |
| Textron Aviation | Beechcraft King Air 90/250/350 Fusion Convertible | TRU | FlightSafety International |
| Textron Aviation | Citation CJ3+ | TRU | FlightSafety International |
| Textron Aviation | Citation Latitude | TRU | FlightSafety International |
| Textron Aviation | Citation Longitude | TRU | FlightSafety International |
| Textron Aviation | Citation M2/CJ3+ Convertible | TRU | FlightSafety International |
| Textron Aviation | Citation XLS+ | TRU | FlightSafety International |



There are FlightSafety simulators for the Embraer Legacy 500 in Dallas and St Louis

| Aircraft manufacturer | Aircraft type | Simulator manufacturer | Operator of training centre |
|----------------------------|--|----------------------------|-----------------------------|
| Teterboro, NJ | | | |
| Dassault | Falcon 2000EX EASy | FlightSafety International | FlightSafety International |
| Dassault | Falcon 2000EX EASy/900EX EASy convertible | FlightSafety International | FlightSafety International |
| Dassault | Falcon 50EX | FlightSafety International | FlightSafety International |
| Dassault | Falcon 8X | FlightSafety International | FlightSafety International |
| Dassault | Falcon 900EX | FlightSafety International | FlightSafety International |
| Dassault | Falcon 900EX EASy | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 350 (convertible Pro Line 21/Fusion cockpit) | 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 |
| Bombardier | Learjet 35 | FlightSafety International | FlightSafety International |
| Bombardier | Learjet 45 | FlightSafety International | FlightSafety International |
| Bombardier | Learjet 60 | FlightSafety International | FlightSafety International |
| West Lafayette, IN | | | |
| Textron Aviation | Hawker 900 XP | FlightSafety International | Purdue School of Aviation |
| West Palm Beach, FL | | | |
| Piaggio Aero | Avanti II | FlightSafety International | FlightSafety International |
| Wichita, KS | | | |
| Bombardier | Learjet 45 XR | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 200 G1000 | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 200 GT | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 200/350 G1000 Convertible | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 350 (EFIS 85B) | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 350 (Pro Line 21) | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air 350 (Pro Line 21) | 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 | Beechcraft King Air C-90B | FlightSafety International | FlightSafety International |
| Textron Aviation | Beechcraft King Air C-90GT | FlightSafety International | FlightSafety International |
| Textron Aviation | Caravan | FlightSafety International | FlightSafety International |
| Textron Aviation | Caravan G1000 | FlightSafety International | FlightSafety International |
| Textron Aviation | Caravan G600 | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation CJ3 | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Encore | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Excel G5000 | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Latitude | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation M2/CJ3+ convertible | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Mustang | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Sovereign | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation Sovereign+/X+ Convertible | FlightSafety International | FlightSafety International |
| Textron Aviation | Citation X | FlightSafety International | FlightSafety International |
| Textron Aviation | Hawker 4000 | FlightSafety International | FlightSafety International |
| Textron Aviation | Hawker 800 XP Honeywell | FlightSafety International | FlightSafety International |
| Textron Aviation | Hawker 800 XP Pro Line 21 | FlightSafety International | FlightSafety International |
| Textron Aviation | Hawker 900 XP | FlightSafety International | FlightSafety International |
| Textron Aviation | Premier I | FlightSafety International | FlightSafety International |
| Wilmington, DE | | | |
| Bombardier | Challenger 300 | FlightSafety International | FlightSafety International |
| Bombardier | Challenger 604 | FlightSafety International | FlightSafety International |
| Bombardier | Challenger 605 | FlightSafety International | FlightSafety International |
| Bombardier | Global Express | FlightSafety International | FlightSafety International |
| Dassault | Falcon 2000 | FlightSafety International | FlightSafety International |
| Dassault | Falcon 900 | FlightSafety International | FlightSafety International |
| Gulfstream | G280 | FlightSafety International | FlightSafety International |
| Gulfstream | G450 | FlightSafety International | FlightSafety International |
| Gulfstream | G550 | FlightSafety International | FlightSafety International |
| Gulfstream | G650 | FlightSafety International | FlightSafety International |
| Gulfstream | GIV | FlightSafety International | FlightSafety International |
| Gulfstream | GV | FlightSafety International | FlightSafety International |
| Textron Aviation | Hawker 800 XP Honeywell | FlightSafety International | FlightSafety International |
| Textron Aviation | Hawker 850 XP | FlightSafety International | FlightSafety International |



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